

DUTY ON RICE.

Mr. SHAKESPEARE asked, Is it the intention of the Government to increase the duty on rice this Session ?

Sir LEONARD TILLEY. It is not the intention of the Government to ask Parliament to increase the duty on rice this Session.

CANADIAN PACIFIC RAILWAY—CHANGE IN ARRANGEMENTS.

Mr. BLAKE asked, Whether the Government, or any Minister, has as yet received any written communication from the Canadian Pacific Railway Company proposing any change in the existing arrangements? If so, when? Will the paper be laid on the Table ere long?

Sir JOHN A. MACDONALD. The Government on Thursday received an application from the Canadian Pacific Railway proposing a change in the existing arrangements, which was taken into consideration on Saturday; it has not been accepted.

Mr. BLAKE. Will the papers be laid on the Table ere long?

Sir JOHN A. MACDONALD. They will, but perhaps we may receive another application.

IMPROVEMENT OF THE NORTH SASKATCHEWAN.

Mr. McCALLUM, in continuing his remarks on the motion for copies of reports, etc., as to the improvement of the North Saskatchewan River for the purpose of navigation (page 615), said: When you declared it six o'clock on Wednesday last, I had not concluded my remarks in making this motion. I brought it up with a view to the improvement of the North Saskatchewan, and in order to urge upon the Government the desirability of putting a sufficient sum in the estimates to get a thorough survey to lay before Parliament at its next Session. I have every confidence in the North-West, I have every confidence in the Pacific Railway, I know the North-West is destined to be a great country, and I am satisfied that this country cannot expend any money for any purpose that would be more beneficial to the interests of the country than the improvement of this river. It runs for 1,000 miles parallel to the railway, at a distance of from 100 to 200 miles from it. That will give another route which is a water route from Edmonton, at the head waters of navigation, to Winnipeg, and all the branches to be built from the Canadian Pacific Railway into the Peace River country will cross this river, and in summer time this river will become a feeder to those branches. In other words, they can go on by water and transship at Winnipeg. I was up there last summer and I ask you to look at this country. Some people appear to have no confidence in that country at all, and think we are going to ruin this country by building the Pacific Railway. I would like to say a word on the future of that country. Let anyone look at the vast extent and resources of that country, and let him look back at the United States and what it formerly was. Let him look back at Chicago, and I expect that at no distant day we shall have another Chicago at Thunder Bay. I venture to make the prediction that, if the Government and the people of this country have confidence in themselves and do all they possibly can to settle that country, to encourage immigration and settlement, in less than five years a single track railway will not be able to do the business between Port Arthur and Winnipeg, and in less than ten years you will want four tracks. I do not look for more than one track to do the business north of Lake Superior which will do the service in the winter time, but you will want in ten years time three or four tracks from Port

Arthur to Winnipeg. Then, when we have our elevators built, Port Arthur will become an important point, giving employment to Canadian shipping, and will be the means of reimbursing us for the large expenditure on the Welland Canal. I would urge the Government to give us at least \$25,000 or \$30,000 to get a survey of this river. I hold in my hand all that I can find in the way of information concerning that river. I hold the report of the Minister of Public Works, and I may read an extract from it. It says:

"The navigation between the mouth of Red River and Fort Edmonton is performed by three steamers of the Hudson Bay Company, one of which plys between Red River and Grand Falls, near Lake Winnipeg. These falls are impassable for vessels. Here the company has built a tramway, about four miles in length, to overcome the falls, which involves the transshipment of passengers and freight. A second steamer runs from the head of the falls to Carlton House, say 400 miles. A third steamer completes the journey, thence to Fort Edmonton, 410 miles. The entire journey of 1,073 miles is said to occupy about a fortnight. The depth available during low water is said to be from three to four feet or less."

"Three to four feet or less." Now, if it said three or four feet or more, I would be perfectly satisfied, and I would not have brought this notice before the House, but it says, "or less," all I ask the Government to do for the interest of that country is to give them four feet of water, and my information leads me to believe that the expenditure of a million of money would give a continuous navigation for over 1,000 miles and make another outlet for the products of the North-West to come this way. I believe \$20,000 has been expended in removing boulders and so on in that river since Confederation. The Government placed that in the hands of the Hudson Bay Company. I do not say it has not been expended all right, but I would prefer to see it expended under the Department of Railways or under the Department of Public Works. I do not want any of our moneys to be handed over to the Hudson's Bay Company to be expended as they think proper. The report also says:

"At the Session of 1883 the further sum of \$10,000 was voted to continue the improvements to this river, which are being carried out by the Hudson's Bay Company under an arrangement with this Department, which sum, added to \$4,178.77 carried forward from 1882-83, made \$14,178.77 available for this purpose. During the fiscal year the work of removing obstructions between Edmonton and the mouth of the river were carried on under the direction of Mr. C. J. Brydges, and will be continued during the current year, an appropriation having been made for that purpose. Expenditure during the fiscal year, \$14,900. Total expenditure on the river, \$20,537.71."

Well, whatever expenditure is made in the future I want it to be made under the supervision of the Government. I believe if the Government of this country would do their duty by the North-West, they would encourage immigration into that country. I see the hon. member for East York (Mr. Mackenzie) is looking at me now, and we all had pleasure in reading his account of that country after he had come back from it. He deserves a great deal of credit for making that trip, and I wish that every hon. member on the other side of the House would also visit that region and they would cease belittling their country. I believe the Government of this country, and the members of this House will do their duty by encouraging immigration and by pushing forward to completion the great Canadian Pacific Railway, and I venture to say if they do so, at no distant day the country along that great river would be the happy home of millions of people.

Mr. ROYAL. It is a matter of great gratification to the members from Manitoba to hear the expressions used by the hon. gentleman who has just taken his seat, about the prospects of the North-West and the duty of the Government to encourage immigration into those parts of the country. It is equally gratifying to us to know that every hon. member who goes to Manitoba and visits the North-West comes back next Session fully impressed with the importance of that country; and we are sure that every hon. member who comes up to the North-West and visits us will make a speech in the House the next Session dilating upon the im-