

It is no argument to say that there are no municipalities in the North-West Territories. The same want that demands the passage of this Bill in the Provinces exists in the Territories, and consequently I submit that a provision should be made to extend the advantages contemplated in this Bill to the Territories. The contention can scarcely be admitted to be a strong one, that municipalities can deal more ably with the provisions of this Bill than the Lieutenant-Governor, with the advice and consent of his advisory board. The rights of the railway company will be quite as much guarded by the Lieutenant-Governor and his advisory board as they can be by the municipalities. I am not casting any reflection on the ability displayed by the municipalities in dealing with such questions as this; but certainly railway companies can thoroughly depend on this fact, that they will receive as much consideration, and as much ability will be displayed by the Lieutenant-Governor as by any municipality in dealing with these cases. Therefore, I hope there will be no objection to the amendment.

The motion was agreed to, and the Bill, as amended, was read a third time, and passed, on a division.

NAVIGATION OF THE RED RIVER.

ENQUIRY.

HON. MR. SUTHERLAND rose to inquire—

Whether it is the intention of the Government, at an early day, to supplement the improvement of navigation about completed at the outlet of the Red River, into Lake Winnipeg, and that by also improving that part known as the St. Andrew's Rapids, which will materially enhance the improvements already made?

He said: I will briefly refer to the advantages of the navigation of the Red River in the early settlement of the country, and show that it still continues to be advantageous to the people of the North-West, as it was in the early days. Although we have railways in the neighborhood running parallel with the river, in some parts there are sections of the country where the railways do not touch on the river. To give some idea of the immense value of the river, I may be permitted to state the distances which are navigable. There were originally two obstructions to the navigation of the Red River. One was at the mouth of the river near Lake

Winnipeg. That obstruction, I believe, has been about removed. The other, to which my motion more particularly refers is St. Andrews Rapids. These two obstructions were originally the only serious barriers to the navigation of the river. The St. Andrews Rapids are about thirty-five or forty miles south of the mouth of the river, and from that point to the international boundary the navigation is not seriously interrupted, so that St. Andrews Rapids are the only obstruction in the river at present. Some few years ago, the Red River was our only channel of commerce. Immediately after Manitoba was made a Province of Canada our whole traffic was carried down the Red River through the United States. Most hon. gentlemen are aware of the fact that the Red River is the boundary line between Minnesota and Dakota, and that the river is navigable for some 300 miles south of the boundary line. There is some local traffic still on the river, with the prospect that it will be increased. Therefore, I think it is very desirable that the St. Andrews Rapids, the only existing obstacle to the navigation, should be improved as early as possible. I say as early as possible, because we have had very dry seasons for the last three or four years especially, and I expect that the next season will be equally dry. There is no doubt that any work undertaken for the improvement of these rapids could be done much cheaper during the incoming season than probably for some time afterwards, because I think we are entering upon wet seasons again, and we may expect that the water in the river will be higher in the future. There are several saw-mills on the shores of Lake Winnipeg and on the islands, and there is a very considerable amount of timber and lumber brought to Winnipeg by way of the Red River. Of course, they are obliged to break bulk at the rapids. The best building stone we have in all the Territories—granite, sandstone and limestone—can be had with very little trouble along the shores of the islands, as well as along the shores of the lake itself. I therefore ask the question which appears on the Order Paper, and I hope to receive a favorable reply.

HON. MR. LACOSTE—In answer to the inquiry made by the hon. gentleman from Kildonan, I have the honor to state that