

Hon. Mr. SCOTT—I do not desire the House to understand that the portion of the Dawson Road, west of the Lake of the Woods, should be kept up. My own impression is—but I speak subject to correction, because I have not the dates in my mind—that the railway from Red River to Rat Portage will be finished sooner than the time spoken of—two or three years. If I am right in that conclusion, then the Government would not be justified in spending any considerable sum on the portion of the Dawson Road between Winnipeg and the North-west Angle. A very small fraction indeed of the travel and traffic, between Winnipeg and the Eastern Provinces, would come by that way—nearly all of it is through the United States. It is also to be considered that the gap between our boundary and the American line of communication is to be completed by August next. It has been intimated to the Government, on what has been considered substantial authority, that a reliable company has been organized to complete the link between Pembina and the North Pacific, and it was intended, as hon. gentlemen may have seen by the advertisements calling for tenders, to have railway communication from Winnipeg to Duluth open by August next. It would, therefore, be unwise to make any considerable expenditure on a road, which must after a short time become local or provincial in its character. Whatever value may be attached to it, the road will cheerfully be given to Manitoba, and they can make any improvements they please upon it; but with the experience we have had for the last three years, and the evident desire of the country to secure more convenient and speedy access to Manitoba, the Government would not be justified in expending much more money upon the Dawson Route.

Hon. Mr. AIKINS—I am pleased to hear that there is such a near prospect of having access by rail to Winnipeg, even if American railways have to be used. I have, however, no hesitation in saying that the course pursued by the Government in opening up a highway to the North-West is not in the interest of this country. My hon. friend, who passed over the Dawson Route the past season, will join with me in the belief that the gap left between English River and Rat Portage, only to be got over by these portages

Hon. Mr. Campbell,

and water stretches, will never establish a successful line of communication into, or out of, Manitoba. No freight or passengers will ever go over that road. So, I think, the conclusion arrived at by my hon. friend from Cataraqui (Hon. Mr. Campbell) is wise—that it is not advisable to spend much money on this Dawson Road. Then comes in the difficulty of spending such a large sum of money on the Fort Francis works. They are not completed, and will not be finished this year, and may not be next; I think the expenditure is quite unwarranted and useless. Looking over a leading journal last evening, I came to the conclusion that the Government had changed their policy on this point, and that we were to have an all-rail route from Thunder Bay to Winnipeg. The *Globe*, which is a good authority on governmental questions, says, in combating an article which appeared in the *St. Paul Pioneer Press*:—“That a continuous line of railway from Lake Superior to Red River will be open at no distant day.” From this, I thought I was justified in coming to the conclusion that the Government had abandoned their old policy of part-rail part-water, with sundry portages thrown in, as also the stoppage of any further expenditure on the Fort Francis Locks. From the Secretary of State we, however, learn that there is no change of policy, which the friends of the Government must, I am sure, regret.

INTERCOLONIAL RAILWAY HEADQUARTERS.

Hon. Mr. POWER moved:—“That an humble address be presented to His Excellency the Governor-General, praying that he will be pleased to lay before this House, copies of all Orders in Council, reports, recommendations, and correspondence, and any other information in the possession of the Government relative to the fixing of the headquarters of the Intercolonial Railway at Moncton.” This is a matter about which one would suppose there would be very little doubt, but there is, apparently, a good deal of doubt on the subject, and it is simply with the object of removing the doubt that I make this motion. I do not propose to introduce political questions into what I have to say, except just as little as possible. The impression on my mind previous to the late