

the cause of the depression which prevails in Canada? In my opinion it is this—while the Americans give us as few advantages as they can, we give them every facility to profit by our heavy expenditures on public works. I have remarked that a great part of the outlay in the North-West, up to the present time, has been more profitable to the United States than to the Dominion. I would respectfully ask the Government whether the Dawson Road is a Dominion or a Provincial work? If the latter, then Manitoba will have to provide the means necessary to keep it in repair, and the repairs are very important. Last summer, the communication was interrupted by frequent rains and the disrepair into which the road had fallen. I had to pass over it myself, and I thought it would be impossible to get through. It was from bad to worse all the way—from Charybdis into Scylla. The road is in this dilapidated condition because we do not know whether it is the duty of Manitoba or of the Dominion to keep it in repair. The Dominion, having large means at its disposal, should not force a poor Province like Manitoba to keep up such a costly work, and, as it was built by them, I do not see how they can shelter themselves behind the plea that it is a local road. With these few remarks, I wait respectfully to hear the explanations of the Government.

After some remarks from Hon. Mr. CAMPBELL,

Hon. Mr. SCOTT said:—The view of the Government is this—as the railway from Lake Superior to the crossing at Savanne River will be completed at a comparatively early date, up to that point, at all events, the Dawson Route will not be used, and will more properly fall to the Province in which it is situated. From Savanne, there is navigation through Lac de Mille Lacs, and thence, over certain portages and water communication, down to Rainy Lake. That section will, no doubt, be kept open, and the necessary improvements will be made upon it, until the gap spoken of—184 miles—between Rat Portage and English River has been completed. The railway, on the western side, going east from the Red River to Rat Portage, where it intersects the Lake of the Woods, will also be completed at an early date, and the road up to the Lake of the Woods, on the west side, will

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naturally fall to the local authorities—that part in Manitoba will naturally be handed over to the Government of the Province. It would not be desirable for the Government to keep it open, when we will so soon have railway communication to the Lake of the Woods.

Hon. Mr. CAMPBELL—Certainly not.

Hon. Mr. SCOTT—I cannot say the length of that part of the Dawson Road between Port Savanne and Rainy Lake, or the improvements that would be necessary to put it in good condition, but there necessarily would be a gap between Savanne River and Rainy Lake, that ought to be kept open, and no doubt will be kept open in some suitable manner until the railway from English River to Rat Portage is completed. The present contract covers beyond Savanne up to English River; but that distance would not be available in the water communication, or until the 184 miles spoken of had also been completed.

Hon. Mr. AIKINS—Is it the intention to go on from Savanne to English River—40 miles—until the railway is completed.

Hon. Mr. SCOTT—Intimation has been given by the Government to the contractor, under the clause which is inserted in all contracts, that work is not to be proceeded with hastily on that portion of the road—that the Government were not desirous that portion should be pressed. The part which could be made available was up to Savanne River.

Hon. Mr. CAMPBELL—If the railway communication is open from Lake Superior to Savanne River, and the Dawson Route is kept open to the North-west Angle until the railway is perfect; that would be a scheme which, I think, would be a complete one, and would necessarily provide, also, a route from the North-west Angle to Winnipeg. But I fancy that the road from the Lake of the Woods must also be kept in order, because the railway from Rat Portage westerly will not be completed, I understand, for three or four years: therefore, unless the Dawson Road is kept open on that section, it would be useless to make improvements in any other part of it. You must make the communication complete, or not at all. One advantage is, that the route, though imperfect, will be through our own country all the way from Thunder Bay to Winnipeg.