

considered as well. If this road is tapped on the Manitoba and North-Western, this trade will flow into what the hon. gentleman calls this little town half-way between Winnipeg and Brandon, Portage la Prairie. The great object is to afford the farming community the facilities they need, and to develop that country which has been without railway communication so long. I do not wish to say anything against Brandon or for the Portage in preference to Brandon, but I think the Government ought to have it in their power to grant any company, that will undertake the work, the land, and that is why I suggest that such a change should be made that the Government should have the power to give the grant to the Manitoba and North-Western or any other company.

Mr. WOODWORTH. The cat is out of the bag at last. The hon. member has made a frank confession. He lives in Portage la Prairie. That is his home. The Manitoba and North-Western runs from there. He wants to bring the trade, to bring the grain down to Portage la Prairie, and that, he thinks, is a capital object—Portage la Prairie, situated sixty miles west of Winnipeg.

Mr. HESSON. On a side track.

Mr. WOODWORTH. Yes; and, without making any disparagement to that little town, everyone knows it is not the healthiest place to live in. There are swales there, where—I will not say beasts of midnight howl, and the sad raven finds her haunts and there the screaming owl, but there are sloughs back of that which, if it were not for the strong constitution of the hon. gentleman, would carry him off with diphtheria in three weeks.

Mr. WATSON. Oh, no.

Mr. WOODWORTH. I have been there, and I know it. There are portions of Portage la Prairie where there is good, fine, hard land, and I have no doubt he has pitched his tent there, with the wisdom born of experience and sagacity and personal protection; but back of him is that slough where the green on the top of the water speaks of lizards and all crawling reptiles and things—yes, and they have not got it drained yet; they cannot get it drained, and it will require a good deal of provincial money to be spent before it is drained. But there is that bit of good land where good looking people like the hon. member stay, and where the Manitoba North-Western goes, and he wants to bring the grain of the North-West down there and leave Brandon out in the cold. I am surprised that the Government have not seen the trick before, and that they will now, for the purpose of giving little Portage la Prairie, sixty miles west of Winnipeg, this little advantage, destroy the hopes and expectations, and not fulfil the promises which have been kept at least to the ear, but are now being broken to the hope, of giving Brandon the point of departure. My hon. friend from Marquette (Mr. Watson) knows that his own paper, the paper on his own side of politics, the *Brandon Sun*, he knows that all the papers of the west, not leaving out his own paper of Portage la Prairie, have stated over and over again that Brandon was destined to be the great railway centre of the North-West. It is contiguous to the Souris coal fields, and, if it were not, it has Medicine Hat a little distance beyond, with millions of tons of coal. It is destined to be a manufacturing place, and its agricultural capabilities are unsurpassed in the North-West. I spoke of its location, its sightliness, and its position, sitting on a hill that cannot be hid, and, in spite of those natural advantages which have been placed there by the great Architect of the Universe, the hon. gentleman says, reverse all this to little Portage la Prairie, and force, like forcing a root out of dry ground, force a fictitious position on Portage la Prairie by giving it this road. It is the most monstrous proposition I ever heard. I know my hon. friend from West Durham is ready to rise. He is true as

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steel to his friend from Marquette, and I like to see that. When he sees a friend in difficulties, he sticks to him. He wants to help his friend. He has not been there. He has not heard the frogs croak and seen the lizards crawl.

Mr. BLAKE. It is not necessary to go there for that.

Mr. WOODWORTH. He knows nothing about the locality. All he knows is that his friend for Marquette has property there, that the Manitoba and North-Western goes from and to there, and that, if they tap this up near Rapid City and leave Brandon out, they will get the grant and it will help the member for Marquette. Well, I do not know, but I would almost do something if I were in the member for West Durham's place, but while he does that, Parliament ought to see that that little bond of affinity and connection between the gentlemen, is not effected.

Mr. BLAKE. I was anxious before to rise in order to point out to the hon. gentleman and to the committee an argument in his favor more potent than any argument he has addressed to the committee. Having regard to the temper of this Parliament and Government, I consider the most potent argument that could be addressed to the committee against the proposal of the hon. member for Marquette and in favor of the views of the hon. member for King's (Mr. Woodworth), is that the proposal of my hon. friend from Marquette was to deprive the Canadian Pacific Railway of ninety miles of the freight from the west, and the stuff it carries down to Rapid City. If it goes to Minnedosa it will come down on the Manitoba and North-Western—Portage la Prairie, if it comes south it will go on the Canadian Pacific Railway. Are we going to bleed the Canadian Pacific Railway to that extent?

Mr. FERGUSON (Leeds). There is no reason why you should not help the Canadian Pacific Railway with ninety miles of freight carriage when you are at the same time helping the farmers by a saving on the freight for 400 miles. The great objection to the amendment is that starting from Rapid City and connecting with the North-Western road, will deprive the people between the two roads of competition in freight. It is in the interest of the farmers in that fertile belt lying between the North-Western and the Canadian Pacific Railway, to have an independent outlet. They should be able to choose on one side between the Canadian Pacific Railway proper, and the North-Western on the other side, and if you tie that city to the North-Western, the North-Western has control of the whole of the carrying trade.

Mr. HESSON. I have had the honor of presenting numerous petitions in this House, and I received numerous letters from that part of the country and from Rapid City south, and I am satisfied that none of the settlers would be content with the change that it is now proposed to make in this land grant. The intention of the people was that they might have connection with the main line, and that Brandon might be the point. Now, I hope the House will not depart from that view. The hon. member for Marquette is certainly wise in his generation. Considering where he owns this property, and the people that he lives amongst, I think he is perfectly right, but I trust the House will not agree with his proposition. The only interest this House has to consider is the interest of the people who have petitioned for the construction of that road, and they have never asked this House to give them communication from Rapid City to Winnipeg, diverting the trade out of its regular course, and depriving them of the competition that would be afforded by connection with the other line. I have no doubt that in due time connection will be made with Rapid City by the Manitoba and North-Western. In the meantime I am convinced that the people of Rapid City are most anxious that connection should be made with Brandon. Now, as has been said, Brandon is