

soon as possible we should have the means of reaching the North-West through our own territory, because it was well known that every immigrant that went through the States on the way to Manitoba had his ears filled with stories adverse to our country. He therefore held that under the circumstances of the case the Government were right in utilizing the Dawson Road till Manitoba had become sufficiently developed to furnish a traffic that would justify the building of a railway from Thunder Bay to Red River. The hon. member for Marquette had stated that wheat could not be exported from Manitoba by the means the Government proposed to provide at a remunerative price. There were two answers to that statement. In the first place it would be eight or ten years or more before Manitoba would grow wheat enough to serve the population going in there. At the present time the Red River was crowded with craft bringing wheat from the United States into Manitoba. When that country produced a surplus of wheat over home consumption it would be time enough to speak of an all rail route to Lake Superior. In the second place Manitoba was not so far from Lake Superior, when this all rail route was completed, as many of the present grain-growing States were from Chicago. His hon. friend went out of his way to cast a reflection on the Dawson Road. He believed the hon. gentleman had never been over that road, but all those who had been over it and were acquainted with it, would admit that after the expenditure the Government proposed to make on it, it would be a good summer road—one that would suffice for several years, and which would save the expense of building an all rail road. When his hon. friend spoke of shifting sands and sand bars he took it that he spoke of the Saskatchewan and other rivers far west, of which he (Mr. IRVING) believed his hon. friend knew nothing. With reference to the water communication on the Dawson route, the water was unusually deep, and the locks and portages were trifling. Under these circumstances he approved of the proposal of the Government to utilize in the meantime that water communication.

Mr. RYAN desired to say a few words in reply. If he misrepresented the senti-

*Mr. Irving.*

ments of his Province, as the hon. member for Hamilton had charged him of doing, he was amenable to his constituents; and he would like to know to whom the member for Hamilton was responsible if he chose in the interest of the Government or any other interest to make such statements as those he had just made. He differed from the view of the hon. gentleman that Manitoba would have no wheat to export for eight or ten years. On the contrary he believed if Providence blessed them with good harvests, in two years they would have large quantities of wheat to export. Respecting the remarks of the hon. gentleman with reference to the Dawson road, he (Mr. RYAN) reminded the hon. gentleman that he had not spoken of the Dawson road. He spoke of the proposed Government road, and if he had not been over it he did not think his hon. friend had either, and if the work was not pushed any faster than it had been he was afraid he never would go over it. With regard to the shifting sands in the rivers of Manitoba, he had stated his sources of information. He had spoken to trappers, who had been over the country for years; and he was satisfied his information was correct.

Mr. DECOSMOS said he would endeavor to draw the attention of the House, and through the House the country, to some points that the country ought to understand. With relation to the Pacific Railway as regards the Province of British Columbia he was free to accept the situation. He was unwilling to use any influence which he might possess to raise any factious opposition to the decision rendered by the arbitrator, Lord CARNARVON. In saying this, however, he merely confined himself to British Columbia. When the contract for the Georgian Bay branch and the subsidy to the Canada Central came up for discussion he might have something more to say. He congratulated the First Minister on his lucid exposition of the affairs of the Pacific Railway, and said that when he spoke of the line taking the route by way of Buté Inlet he but echoed the judgment of the people of British Columbia, and all who wished to see a national highway across this continent. Having said that he would refer to some other matters—matters which had engaged the attention of the British public,