

considered, and it was stated in this House, that the Canadian Pacific Railway had chosen the wrong route to the Rockies and thence to British Columbia. It was considered that the line should have crossed the narrows of Lake Manitoba and been carried through the Yellow Head Pass. I spent two months last summer in that country, and I am satisfied that in the interests of this country the Canadian Pacific Railway is properly located, for this reason: The road passes through what I call the southerly portion of the fertile belt. A glance at the map will show that the main Saskatchewan and North Saskatchewan run almost parallel with the railway at a distance of some hundred miles, and when that river is properly opened for navigation there will be two highways for that country. All the branches to build from the Canadian Pacific Railway running northward go to that river. We are now chartering roads to cross the Saskatchewan, and all these lines will be feeders to the Canadian Pacific Railway and not opposing railways. The Canadian Pacific Railway Company and the Dominion Government deserve the thanks of the people for the manner in which they have carried on the work, for the way in which the railway had been built, for the manner in which the country has been opened up and for the way in which they are dealing with settlers. While Government have done so much, I trust they have not yet done all they intend to do. The railway is going to be finished. I further hope that the Government will place a sufficient sum in the estimates to secure a complete survey of the Saskatchewan River. I call the attention of the Government to this matter, and particularly the attention of the able Minister of Public Works, and I trust a sum will be placed in the estimates for the improvement of that great river. In my examination of that country I could not, of course, go all along that river; and I regret that I am able to find very little information with respect to it. It has been navigated for 1,000 miles at a certain season of the year, but you cannot go to the head waters with a craft drawing eighteen inches. Anyone acquainted with water carriage is aware that you cannot carry freight or passengers with only a depth of eighteen inches. Before the Canadian Pacific Railway was built 8 cents per lb. was paid for the transportation of goods from Winnipeg to Edmonton, or in other words, \$1.60 per ton. Since the railway has been built, the rate has been reduced one half. It cost 1½ cents per lb. last summer to take freight from Winnipeg to Calgary, and 2½ cents per lb. to take freight from Calgary to Edmonton, a distance of 200 miles. If the Government would spend \$100 a mile on the trail from Edmonton to Calgary that expenditure would make a first class road. You can go three-quarters of the distance in your slippers, for it is like walking over a carpet. In some places there are some little creeks and sloughs which will have to be bridged, and that is all that is wanted to make the trail a first-class road. It is a very easy country through which to build a railway. I did not see so much of the Saskatchewan country as I desired, but I have here a report made to the Manitoba Legislature by Mr. Thomas Spence, and I cannot do better then read a portion of it. Mr. Spence says in regard to the Saskatchewan country of which I have been speaking:

"Considering the character of the Saskatchewan and its country it will be advisable to limit this pamphlet to a brief description of the best localities in its country suitable for more immediate settlement. Ascending from its mouth at Lake Winnipeg there are over two miles of strong current up to the Grand Rapids, which are nearly three miles in length, with a descent of 43½ feet."

Those rapids form the principal obstruction to the river. The descent mentioned could easily be overcome by building three or four locks, and then there would be free river navigation from Edmonton to Winnipeg. Mr. Spence continues:

"The country in the vicinity of the Grand Rapids has a considerable depth of good soil, and the banks of the river are high; there is also abundance of timber for fuel and building and game of all kinds, and

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between this point and the lake would be very favorable for the establishment of fisheries. The Pas mission, situated at the mouth of the Pasquia, is about eighty-five miles in a direct line from Lake Winnipeg; the banks here are ten or twelve feet high at low water, and the soil a rich dark mould over a drift clay. At this place there is at present a small but prosperous settlement, and a Church of England mission has been established for many years.

"The next most favorable country for agriculture commences at a point about 140 miles above this, the soil being rich and the timber of a fair quality, the soil consists of a rich alluvial deposit, 10 feet in thickness above the water on both sides of the river, and well wooded with large poplar, balsam, spruce and birch, some of the poplars measuring 2½ feet in diameter. This character of country continues till approaching Fort La Corne, about 150 miles, and is well watered and drained by many fine creeks. A few miles west of this is the new and flourishing settlement of Prince Albert, situated on the south side of the north branch of the Saskatchewan, about 45 miles below Carleton. This settlement extends for about 30 miles along the Saskatchewan, the farms fronting on the river and extending back two miles. The settlers, though principally Scotch, are composed of English, Irish, German, Norwegians, Americans and Canadians. This settlement has increased rapidly, especially within the last two years, and now number about 300 souls, and the people are beginning to farm extensively. The North and South Saskatchewan run in a north-easterly direction for about 120 miles before they unite. The channels are almost parallel, and with an average distance of 20 to 25 miles apart. The land between the rivers is all good. Along the south side of the south branch the land also is good and fertile."

"The country drained by the north branch of the Saskatchewan from Prince Albert up to Edmonton—a distance of over 500 miles by the river—as well as that by its extensive tributary, the Battle River, is of a general uniform character, more or less interspersed with woods sufficient for many years to come, but not sufficient to supply the wants of a large population; but this drawback will be overcome with the gradual development of the country and opening up of the vast coal deposits and the forests westward on its immediate banks; and by river or rail coal can be carried in all directions for every purpose; and it is highly probable that we have the most extensive, perhaps the finest coal fields in the world."

I might go on reading other portions of this report, but I do not desire to weary the House. I ask the House whether it is not necessary that people settling along that great river should have communication afforded in order that they may get the produce of their labor to market. I believe the Government, at an expenditure of less than one million dollars, can make the navigation of that river profitable in the interests of that country.

It being six o'clock, the Speaker left the Chair.

### After Recess.

### CONSIDERED IN COMMITTEE.—THIRD READING.

Bill (No. 15) to continue an Act respecting the Albion Mines Savings Bank.—(Mr. McDougald, Pictou.)

### THIRD READINGS.

Bill (No. 6) to further amend the law of evidence in criminal cases.—(Mr. Cameron, Huron.)

Bill (No. 11) an Act to extend the jurisdiction of the Maritime Court of Ontario.—(Mr. Allen.)

### SECOND READING.

Bill (No. 94) to incorporate the West Ontario Pacific Railway Company.—(Mr. McCallum.)

### REFUND OF RAILWAY BONUSES IN ONTARIO.

House resumed consideration of the proposed motion of Mr. Wilson—

For copies of petitions from the County Council of the County of Elgin, praying for a general measure of relief to Municipalities of Ontario which have aided railways declared to be for Dominion purposes by granting bonuses to them.

Mr. McCALLUM. Before the motion passes I wish to say a few words on this question. The County of Elgin has made a complaint to this House, and asks that this House should reimburse that county for the amount she has spent