

did not find anything to guard against letting out this contract wholly to Americans, and as they were aware from past experience, at the last session very much was said about the Northern Pacific; the promoters of which were very anxious to get hold of the Canadian road in order to stave it off, so as to help their own road. There should be a clause in the bill to say that the road should be built by British subjects. The absence of such a clause was one great fault of the bill. Then there was another fault of which he complained. There was no time specified in which the work shall be completed. He thought when British Columbia was taken into Confederation on certain terms they should endeavor to carry out those obligations. He did not say that they could build the road in the time that was first mentioned, but if the Government had come down with a measure asking for five years more, he believed the time would have been granted, and British Columbia would have been satisfied. But they brought forward a measure for a land and water communication which he thought would not be of very great advantage to the country. It struck him that they wanted a line of communication that could be kept open all winter—all the year round in fact. It would not do to have people who intended to get to the North West spending six months waiting until the water communication could be open, and before they could get to the place that they intended to make their homes. These were the two principal points to which he took exception, but there were many other points in the bill of which he approved.

Hon. Mr. GIRARD did not hesitate to say that he approved to a certain point with the principle of the bill. The scheme he considered a good one, and if put in execution the effect will be to put Canada in a superior position before the world. He did not desire to ask from the Government extraordinary things, and he understood the work could not have been done in the time that was specified at the first, but it must be done and he had no doubt would be done. In undertaking such a giant enterprise which must have the effect of doubling the population of the Dominion, it would be necessary to increase the taxation. He approved of the plan of using the natural advantages which the country possesses in her great lakes and streams. He thought it was possible to complete that part of the line between Fort Garry and Lake Superior by 1876. He thought when the work was commenced the population of the

country would rapidly increase, and that was very important because the population at present is not large enough for the expenses of such an undertaking. It might be said that they should wait for a larger population, but he wanted the door opened so that provision could be made for others coming to the country. It could not be expected that people would go and settle in a country where they had no means of getting out of it if they desired to do so for any object. If a man went there with his family he could not suffer the idea of being shut in, and that he could not get out in case of emergency. The branch from Fort Garry to Pembina was a great necessity, and the country could not be advanced without it. Without this they would be always depending upon the American railways. There were stage lines, communication by river, and the Pacific railway. All these lines would not subsist for a single day if the people of Winnipeg were not here to give them the traffic. He had tried to show that it would not be an extraordinary expense to complete the line from Thunder Bay to Fort Garry, and he thought it would be very easy to get farther and profit by the water of the rivers. The Assiniboine was not a navigable river for any extent, but at the same time he thought it would be very easy to make a canal that would draw the water of Manitoba Lake into the Assiniboine River so as to render it for miles and miles perfectly navigable for all vessels. Then there would have to be a cut of five miles made to arrive at the Saskatchewan, which would afford easy navigation to the foot of the Rocky Mountains.

Hon. Dr. CARRALL—How many months in the year would it be navigable, and for what kind of boats?

Hon. Mr. GIRARD—It would be navigable to all kinds of boats, and it will be navigable for 800 miles. You must commence at the heart of the Province.

Hon. Dr. CARRALL—How many months will it be open, taking into account the ice and the low water season?

Hon. Mr. GIRARD said the low water season was very short. He looked upon the scheme as affording two ways of improving the country. If they improved the water communication it would not cost the Government so much more money. He hoped the Government would proceed with the work, and he would do anything in his power to advance it.

Hon. Mr. READ mentioned that he had got a botanical report put into his hands