

all the machinery of the Department of Public Works at his disposal, to ascertain exactly the state of the country and what could or could not be done, could have been under any delusion, is a thing I cannot understand.

Hon. Mr. SCOTT—I do not regret that my hon. friend from Toronto has brought this subject before the House, as it enables us to remove a great deal of the mystery with which it has been shrouded by the hon. gentleman on this and on former occasions, when he has brought it up for discussion. It is very well known that an appropriation was made last Session for expenditures on this canal. At that time explanations were fully given in this Chamber, and also in another place. In order that the House may fully understand the position of affairs, it will be well to go back to the year 1874, when the present Administration undertook the management of the affairs of the country. At that time it was announced that in view of the very great expense that would be entailed in an all-rail route, the Government believed it was in the interest of this country that Lake Superior and other water stretches, lying between that lake and the Pacific coast, should be availed of, to as great a degree as possible, to lessen the expense. Among other points to which the attention of the Government was directed, was the communication between Lake Superior and Lake of the Woods. That portion of the route demanded their attention more at the moment than, probably, any other, because they found a very large and wasteful expenditure was being, at that time, undergone in what was known as the Dawson Road. The expenditure in the year preceding the change of Government was very little short of half a million of dollars. That amount of the money of the people of this country was literally wasted. There was nothing, in fact, to show for it, and in the antecedent two years—in 1872 and '73—a sum in excess of half a million of dollars, I am prepared to show, by reference to the public accounts, was entirely wasted. The only valuable remnant that was left, as the House knows from the evidence of an hon. gentleman who lately visited that country, was the road from Prince Arthur's Landing to Lake Shebandowan and Lac des Mille Lacs, and the road west-

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ward from Lake of the Woods to Red River. There were, in addition to the roads, a couple of steamers, one on Rainy Lake and the other on the Lake of the Woods. There are also smaller tugs and boats which are, I believe, of very little value at the present time. They were not very valuable when they were constructed, and from natural decay, they possess little if any value now. The Government felt it imperative that this expenditure should be stopped at once, and they immediately cancelled the then existing system of communication by the Dawson Road. Up to the end of 1873-4, I may say to the House, a sum of \$1,326,000, had been expended upon that route. A small part of that was advances made to Carpenter, but, in the following year, in closing up the old accounts of the Dawson Road, we found a sum of \$56,000 had to be paid, which was more than the sum paid to Carpenter for the part of the year 1873-4 after the present Government was formed; so my statement is practically correct, that over one and a quarter millions had been expended on the Dawson Route antecedent to 1874. The Government felt that this expenditure was unwarranted; that the great majority of the people who went to Manitoba passed through the United States. It would have been very much cheaper for the Government of this country to have paid the entire passage money of people emigrating to the Northwest and sent them by way of Duluth, than to maintain this Dawson Route, and therefore it was that the Government felt it their duty to cancel the then existing arrangement. In locating the line of railway between Lake Superior and Manitoba, the belief of the Government in 1874 and 1875—as has been shown in the quotations produced by the mover of this resolution—was, that a practicable route would be found by way of Sturgeon Falls, which is considerably south of the present line. If hon. Senators will call to mind the map of that country, they will find that the present route runs north-west to Savanne, where it intersects a river leading into Lac des Mille Lacs. The Dawson Road then bends south-westward through a series of portages and small lakes until it reaches Rainy Lake. Through Rainy Lake the navigation is clear and uninterrupted to Rainy River. There was this impediment at the point