

the westerly terminus? Because we have Battleford stated. If all you want to do is to provide that the railway shall go from Rapid City along the same route, there is no need of making any alteration with regard to the westerly terminus. I would suggest the wording be "a railway from a point on the North-West Central, *via* Rapid City along the same route."

Mr. HESSON. I hope this committee will not give Brandon the go-by altogether.

Mr. BLAKE. I would be very sorry we should take away the chances of Brandon or any other place. The object is, inasmuch as it is not known what road can be arranged with to do this, to give a larger latitude to the Government. If the Government can make it one way it will do so; if it cannot, it will do it the other way. There is nothing in the clause which will prevent the Government carrying out the scheme of giving it from Brandon to Battleford.

Mr. WHITE (Cardwell). We are in this position, that the company incorporated for the construction of the railway have not yet got their title to be permitted to go on with the railway. If they fail, it becomes our duty to arrange some other means to build the line, and we take power to incorporate a company to build the railway exactly on the line proposed. We want to supply the country with railway facilities, and we take power to start from a point on the Manitoba and North-Western instead of the Canadian Pacific Railway, but if we can get a company to go from Brandon we will do so.

Mr. MITCHELL. If the gentleman connected with the promotion of this company fails to-night to put up the money, when the Government issue a new charter to any other gentlemen—they should exclude all the names on the present charter, which has created so much scandal.

Mr. WOODWORTH. Parliament has decided this road should start from Brandon and go *via* Rapid City to Battleford. I can hardly understand therefore how we can alter that, and build the road from another point entirely, not touching Brandon.

Mr. WHITE (Cardwell). Parliament did not particularly decide that Brandon should be the starting point. Brandon was decided upon in the Order in Council. The Government refused to give a land grant to a line starting from Melbourne, on the ground that fifty miles of the railway would run through a district already supplied with railway facilities. The one thing that is important is that the people of Rapid City and Battleford should be supplied with railway communication, and in case the company which has the charter to build from Brandon should fail to carry out the preliminary conditions, we want to take an alternative plan, because we know that the Manitoba and North-Western have expressed their willingness to construct this railway from the north. Therefore, if we fail to build the road from Brandon, we will be still able to supply this country with railway facilities.

Mr. WOODWORTH. The contractors will build railways where it suits them best, where there are less coulees to cross and bridges to make. Brandon, everybody knows, is the point west of Winnipeg which is bound to become a rival city to Winnipeg. The two cities of the North-West are Winnipeg and Brandon.

Mr. WATSON. What about Portage?

Mr. MITCHELL. They send a representative.

Mr. WOODWORTH. It is however only, as the name signifies, a portage, a nice quiet little place, and it sends a good, sturdy, vigorous representative here; but Brandon is destined by nature to be a centre. Portage, even if it had the natural facilities, is too near Winnipeg ever to become

a very great city. But the other city, some eighty miles west of Portage, is enabled by its distance from Winnipeg to be a city, with the natural advantages it has got, and any one who has visited the city of Brandon knows that its location is most beautiful to behold, that its situation is there by nature, with a drainage that is unsurpassed, with water as fine as you can find in the North-West, and with a fertile country north, south, east and west, all round it, pouring into the city of Brandon its grain; and there are three elevators there now—I do not know if there are not four.

Mr. WHITE (Cardwell). Five.

Mr. WOODWORTH. There are five elevators now in the city of Brandon, showing in its infant state, what the country is around it. And now it is proposed to strike this off when it has petitioned Parliament, when it has sent petition after petition, and when it has been the will of Parliament, when it has been expressed by the Government that they should start from Brandon, when the Minister of Railways, when asked the question by my hon. friend from Marquette, said they would start from the city of Brandon; and now they say the road may be built, because the Manitoba and North-Western has sent a written communication here—the Minister of Interior says he does not know whether it was written or not—to tap the Manitoba and North-Western, and clear away back through to Rapid City or to anywhere else, in space, into that infinite space, leaving Brandon, the real point of starting and the real city of the North-West, out in the cold. My hon. friend the Minister of the Interior certainly does not wish to create any more dissatisfaction in that country, and their minds resting upon that—when the news goes to them that they are to be shut out, it is making an unnecessary grievance in the North-West or in the Province of Manitoba, and it will be a grievance that will not be easily allayed. It is unnecessary to make this grievance, to tell Parliament now that the contractors can build a railway somewhere else, and leave a great gap, and leave Brandon out in the cold and unconnected. A railway charter was asked this winter, to extend from Brandon towards Devil's Lake in Dakota, tapping the south, and with this railway running to the North-West, it makes Brandon what it is designed to be, a great centre, a great grain centre, and I hope and believe it will be a great manufacturing centre. Why alienate the affections and destroy and blast the hopes of that city and the surrounding country merely because we are experimenting in legislation? It really seems to me a most unnecessary departure. I can see no reason for it. I do not see what representations have changed the minds of the Government. Having visited that country, I know something about its inhabitants. The Minister of the Interior has been over it, and he knows how excitable they are, how tenacious they are of any existing rights, and to take this, which they hoped and prayed for and expected and were promised, away in this manner will cause more heart burnings and discontent than the expenditure of \$500,000 will allay.

Mr. WATSON. I think the hon. member is mistaken as to the intentions of the Government and the House. I think this is intended to afford the farming community the railway facilities which they need. Brandon had no hope of being the starting point a year ago. Melbourne was to be the starting point then.

Mr. WOODWORTH. It was two years ago.

Mr. WATSON. Well, two years ago. Melbourne had the promise. Why disappoint Melbourne? I understand the object of the Government is to give a land grant to any company which will afford railway facilities to Rapid City and the west. Brandon has railway facilities to-day, and, while we all know who have visited that city that it is a very fine place, I do not see why other places are not to be