

tranship several time? Nothing but an all rail route would suit that Province, and it must be built at the earliest possible day. During the discussion in committee the other day, there was something said as to the advisability of building the Pembina Branch. Now, his opinion was that the building of this branch under the present circumstances was a necessity, not caused by the requirements of the country, but by the shilly shallying, dilatory policy which the Government had shown in dealing with the building of the Pacific Railroad. Had the Government—he did not refer to this Government particularly, but to both Governments—lent all their energies to the building of a road from the shore of Lake Ellen to Red River, this Pembina Branch would not be required. It was not good policy for this country to send freight over American lines any longer than they could help. As a colonization road it would be of very little use, running as it did for 82 miles almost parallel with the Red River. If there was a river in the North that was really navigable, it was precisely that portion of the Red River with which the Pembina branch would eventually come in competition. Although it was late in the day now, he was satisfied if the Government would give as an alternative to the people of the North-West this Pembina branch and the half-rail and half-water between Fort William and Fort Garry, on the one hand, and an all rail route from Fort Garry to Lake Ellen on the other, the unanimous opinion of the people of the North-West would be in favor of the latter. He had heard a great deal of the magnificent stretches of water communication in the North-West. He had been very nearly three years in that country, and during that time it was his good fortune to converse weekly—almost daily—with traders and others who traversed the great West and it was their impression that these magnificent stretches of water communication existed for the most part in the imagination of Canadian orators. We had in reality only one magnificent stretch of water communication available, the St. Lawrence, and for the purposes of this work it would terminate at Thunder Bay on Lake Ellen. The rivers of the North-West were like the rivers of all other prairie countries. They were shallow, meandering and full of sand bars which were continually shifting.

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The Government would spend less in building a railroad along their banks than would be required to keep them navigable, and, after all, they would come to the conclusion that the only means of settling and developing the country was the railroad. Of all the railroads which were now being built, or in contemplation, the only one which would form a part of the Pacific railroad was the section from Rat Portage to Red River. If the money asked for the construction of the two sections between Lake Superior and Red River, and for the Pembina branch had been expended in building the main line of the Pacific Railroad, it would leave only 184 miles to be constructed between Fort Garry and Lake Ellen, and the subsidy to the Georgian Bay branch and the Canada Central Railroad would go a great way towards the construction of that 184 miles. It had been urged by the hon. member for South Bruce that as the Government had appealed to the country on their policy, and been sustained by an overwhelming majority, it would not be fair to change it now. His (Mr. RYAN'S) impression was that the verdict of the people at the last general election, was not on the Pacific railroad but on the Pacific scandal. If the Government were to go to the country to-morrow, and place their present policy of building the Pacific Railroad, before the electors, he (Mr. RYAN) was satisfied the people's verdict would be entirely different from that which they rendered on that occasion.

Mr. IRVING said he thought the manner in which the hon. gentleman from Marquette had disparaged the expenditure which the Government was making for the benefit of Manitoba would hardly be approved of by the people of that Province. If he understood the hon. gentleman correctly he was prepared to give up the Pembina branch and confine his Province to the one road from Red River to Lake Superior, which by reason of its geographical position must be inaccessible for six or seven months in the year. That was not the sentiment of the people of Manitoba. They desired if possible an all rail route through our own territory, but awaiting that they were anxious for the Pembina branch at once. He was satisfied on that point from the inquiries he had made during a short stay in that Province. Every patriot desired that as