

Sir RICHARD CARTWRIGHT. We must get the information.

Mr. FOSTER. Certainly my hon. friend has a perfect right to ask for any information he desires, and I have no doubt that the hon. Minister of the Interior and others who will speak will give it to him. With reference to the currency of the Budget debate after that, it will be my proposition, and my hon. friend will agree with me, that as soon as we have finished this stage, we shall proceed with the debate *de die in diem*. I shall be glad if my hon. friend opposite can indicate the possible date at which we can dispose of that.

Mr. LAURIER. The hon. Minister of Finance has not rightly apprehended the objection raised by my hon. friend from South Oxford. His objection is that it is contrary to rules and precedents to intervene another debate while a motion of want of confidence is pending. The hon. gentleman is aware of that as well as my hon. friend. I did not raise the point because, unfortunately, it has been my experience this session that this loyal Conservative Government is constantly breaking every British rule and precedent.

Sir RICHARD CARTWRIGHT. If we are going into this matter, I would like to learn from the hon. Minister of Railways or the hon. Minister of the Interior, in the first place, what he expects this road, which I understand is about 300 miles long, is going to cost, and whether he is prepared to make a statement to the House as to its cost?

Mr. DEWDNEY. If I remember correctly, this question was put to me when the matter was first brought before the House by the hon. member for South Oxford (Sir Richard Cartwright), and I told him then that an estimate had been made of the cost and that a contract had been signed by Messrs. Ross, Holt & Mann for the construction of the road at a price of \$11,000 a mile.

Sir RICHARD CARTWRIGHT. That is for the permanent way—the road-bed?

Mr. DEWDNEY. Yes.

Sir RICHARD CARTWRIGHT. Exclusive of the rails?

Mr. DEWDNEY. No; including the rails. It is almost entirely a prairie road.

Mr. WATSON. Does that include the bridge across the Narrows?

Mr. DEWDNEY. No; it does not include that.

Mr. WATSON. Is it the intention to cross at the Narrows?

Mr. DEWDNEY. I believe that is the intention.

Mr. WATSON. If the contract has been let, it must define the route which is to be taken.

Mr. DEWDNEY. I fancy there is very little difference in the nature of the road between the two lakes and that across the Narrows.

Mr. LAURIER. Do I understand the hon. gentleman to mean that there has been a survey made on the ground of the projected road, and that it has actually been located from one point to the other?

Mr. DEWDNEY. No; and it would be unnecessary for anyone who has been accustomed to contract in that country to have such a location

Mr. FOSTER.

before the tenders were made. It was not done in connection with the Long Lake road or the Calgary road.

Mr. MILLS (Bothwell). Then this is not a colonization road?

Mr. DEWDNEY. It is a colonization road, and I would like the House to disabuse its mind of any idea as to the Hudson's Bay road proper. The Government told the promoters of this road that they would give nothing more than the proposed guarantee for twenty years, for this is a colonization road.

Mr. LAURIER. We are anxious to have more information on this subject, and this is the language which is used in different places. In Manitoba this is called the Hudson's Bay Railway from Winnipeg to the Hudson's Bay. In the House of Commons here it is simply a colonization road from Winnipeg to some point on the Saskatchewan River; but the Minister is not able to tell us where it is to be located. The only information he can give us is that it will run from Winnipeg in the direction of Long Lake, and to some point on the Saskatchewan River. We are only asking for information which ought to be amply given before the moneys of the people are voted in this way. I do not know, after all, that it might not be good as a colonization road. The hon. member knows that this side of the House offered no opposition last year to the Calgary road, but the information was given, and it was stated that it was intended to serve one section of that country. If the hon. gentleman can give us full and accurate information, he may be entitled to this money, but so far he has not placed himself in a position to ask for a cent of money, because he has not given any information upon which the money of the people can be voted.

Mr. DAVIES (P.E.I.) I understand the hon. gentleman to say that the line has not been located. I would ask him if there has been any survey between the end of the forty miles of road which have been already built and the point on the Saskatchewan to which it is expected this road will go, and if he has any report of the surveyors as to the character of the country through which the road will run? Of course, there may be three or four surveys of different lines, but I would ask him if surveys have been made between the proposed termini?

Mr. DEWDNEY. Yes; there have been thorough explorations made.

Mr. DAVIES (P.E.I.) I mean surveys, not explorations.

Mr. DEWDNEY. The surveyors have not been over both lines, and I stated that either line would end on the Saskatchewan. One is indicated on the map at the eastern end of the Saskatchewan River, and the other is, I think, a little further east. I stated to the House that it was proposed to take one of those two lines and to build this road on a colonization scheme, either to the Grand Rapids or to the Saskatchewan River, on the western side of Cedar Lake. The navigation at the one place is six weeks or two months earlier in the season than it is at the other.

Mr. DAVIES (P.E.I.) The hon. gentleman misapprehends my question. I have no doubt in refer-