

strong arms and stout hearts of her sons, rather than by the good graces of Uncle Sam; then it was out upon the plains of the North-West that our destiny had to be solved. To open up that vast country, to pour into it a thrifty population drawn from the over-crowded cities and towns of Europe, ought to be the aim of all Canadian statesmen and the purpose of those in whose hands was the building of the Pacific Railway. This was not to be done by frittering away the resources of the country in building portions of the road which it would be unnecessary to build for ten years, and which would be constructed by private enterprise when required. Nature had furnished us with an admirable chain of water communication, unrivalled in the geography of the world, which, during the open season, at least, would always be able to compete successfully for the traffic of the country. In opening up the North-West, we should utilize this chain of lakes as much as possible.

It being six o'clock, the House took recess, Mr. RYAN still having the floor.

—:++:—

AFTER RECESS.

The following private Bills were read a third time and passed:—

Mr. BOWELL—To incorporate the Intelligencer Printing and Publishing Company.

Mr. CURRIER—To incorporate the Lower Ottawa Boom Company.

The following Bills were read a second time:—

Mr. JETTE—To incorporate the Canada Land Investment Guarantee Company.

Mr. JETTE—Act further to amend the Act 14 and 15 Victoria, Chap. 36, incorporating The Canada Guarantee Company.

Mr. BLAIN—To incorporate the Dominion Railways Equipment Company.

Mr. BABY—To amend the Act 37 and 38 Victoria, Chap. 115, relating to the Intercolonial Express Company.

Mr. BUELL—Act respecting the Canada Central Railway Company.

Mr. PLUMB—To provide for the amalgamation of the Niagara District Bank with the Imperial Bank of Canada (from the Senate).

Mr. Ryan.

THE PACIFIC RAILWAY.

Mr. RYAN resumed his speech. He said he was speaking, when the House rose for recess, of the manner in which the Canada Pacific Railroad was being constructed. The Government had agreed to subsidise the Canada Central Railroad and the Georgian Bay Branch, to the extent of about four and a half or five millions of dollars, at a very moderate calculation. It seemed to him, under the present circumstances, that this expenditure was wholly inadvisable. The Georgian Bay Branch and the extension of the Canada Central, even though they be considered by the House as portions of the railroad, would not be required for the next eight or ten years, and the policy of the Government in this respect, was not sound. Already there were rumours of deputations from the West, and, he very much feared, before the end of the matter was reached, the Government would have to subsidise more Ontario railroads, whereas if they had left the road as it was, this portion would have been built by private enterprise when the time arrived for constructing it. Manitoba had been for the last three years crying out for railroad communication with the east. To that Province it was a matter of life or death, and when these facts were considered, the Government would find it extremely difficult to justify so large an expenditure as the item under consideration. They also proposed to build a branch of 45 miles from Fort William to Shebandowan and to expend \$390,000 in improving the chain of lakes which constitute the Dawson Route. He thought this large expenditure was very ill-advised. Supposing this route was completed what would it amount to? It was half land and half water, an amphibious route which would be wholly inadequate to meet the requirements of the North-West. The first freight for exportation from the North-West would be grain, and he was inclined to believe that there would be plenty of it long before the gentlemen on the Treasury Benches seemed to expect it. Supposing the road were completed to-morrow, and Manitoba had a million bushels of grain to export, would it pay to send it to Lake Superior by such a route on which it would be necessary to break bulk and