

Carroll,	Mignault,
Cartwright (Sir Richard),	Mills (Bothwell),
Charlton,	Mousseau,
Choquette,	Mulock,
Christie,	Murray,
Colter,	Paterson (Brant),
Davidson,	Perry,
Davies,	Proulx,
Dawson,	Rider,
Delisie,	Rinfret,
Dickey,	Sanborn,
Edgar,	Savard,
Edwards,	Scriver,
Fauvel,	Semple,
Featherston,	Simard,
Flint,	Somerville,
Forbes,	Spohn,
Fraser,	Sutherland,
Gauthier,	Trow,
Geoffrion,	Truax,
Gibson,	Vaillancourt,
Gillmor,	Watson,
Godbout,	Welsh,
Grieve,	Yeo.—88.

Amendment (Mr. Foster) to amendment, agreed to.

Motion, as amended, agreed to on a division.

Sir HECTOR LANGEVIN moved the adjournment of the House.

Motion agreed to ; and House adjourned at 1.55 a.m. (Thursday).

## HOUSE OF COMMONS.

THURSDAY, 25th June, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

### PUBLIC ACCOUNTS COMMITTEE.

Mr. MULOCK moved :

That it is desirable that any witness called before the Select Standing Committee on Public Accounts, be examined under oath or affirmation touching any matters coming before them.

Motion agreed to.

### FIRST READING.

Bill (No. 116) further to amend the Inland Revenue Act.—(Mr. Costigan.)

### EXCHEQUER COURT ACT.

Sir JOHN THOMPSON moved for leave to introduce Bill (No. 117) further to amend the Exchequer Court Act. He said : The principal provisions of the Bill are four. The first is that the divisions of the Exchequer Court shall have jurisdiction to decide disputes between claimants to patents of public lands, where any dispute of the kind may be referred to the adjudication of the court, as, for instance, where a deceased person has become entitled to a patent if the patent has not issued and there are rival claimants to the estate. The second provision refers to cases in which a judge is disqualified from sitting. At present there are no means by which a substitute judge can be appointed, unless the judge is actually disqualified by interest. But there happen to be some cases where there are other reasons than actual disqualification to make it desirable that the judge should not sit, as, for instance, cases in which as Deputy Minister of Justice he has given an opinion. The object of the provision of

the Bill is to enable a judge to be appointed *ad hoc* in such cases, and to make good his jurisdiction, notwithstanding that the regular judge may not have the interest absolutely to disqualify him in law. Another provision is to confer on the court jurisdiction between subject and subject, to give remedies in cases under the patent law in relation to copyrights and trade marks. Finally, the remaining provision is to introduce the interpleader practice in Exchequer Court cases.

Mr. MILLS (Bothwell). When the hon. Minister refers to patents in lands, does he refer to patents that may be issued by one of the departments here, or to patents generally ?

Sir JOHN THOMPSON. Patents to be issued from the departments here.

Motion agreed to, and Bill read the first time.

### QUESTION OF PRIVILEGE.

Mr. JONCAS. (Translation.) Mr. Speaker, before taking up the Orders of the Day, I hope the House will allow me to draw its attention to an article which I find in *Le Monde* of this morning, in connection with the position which I took in this House on Monday night. The article, as I translate it, reads as follows :—

“MR. JONCAS VOTED WANT OF CONFIDENCE IN THE GOVERNMENT.

“Mr. Joncas was elected by acclamation at the last election. Until lately the member for Gaspé had almost always supported the Government ; but he is of Liberal origin, and as the herring-keg will always smell of the herring, so now Mr. Joncas has retained the taste of his early years, and he now returns to his first loves, without any ado. Perhaps the best way after all to pass from under one flag to another is to march off in silence.”

Mr. Speaker, *Le Monde*, of Montreal, has always made itself the mud-cart of the Conservative party since it came into existence. The editors of *Le Monde*, of Montreal, have made their paper the vehicle for all the filth with which the Conservative party wants to cover its opponents, and I am not at all surprised if I find myself a little besmattered with mud by the editors of *Le Monde*. I would not pay any attention to this article were it not for its giving me the occasion to explain the vote which I gave here on Monday night against the Government. The editors of *Le Monde*, Mr. Speaker, have such supple spines, they are so accustomed to crouch neath the whip that lashes them, they are so used to quietly and smilingly wipe away spittle thrown in their faces, if it pays them to do so, that they cannot understand independence of character in other people. Mr. Speaker, I voted for the motion of my hon. friend, the leader of the Opposition, on Monday night, because I wanted to protest by my vote against the principle which seemed to have presided at the formation of the present Administration. I wanted to protest by my vote against the fact that the senior Privy Councillor of Her Majesty, the first lieutenant of the chief whose death has left such a great vacancy among us, the one we are still in mourning for, and whose loss will be long and keenly felt by the Conservative party, had been left aside. I wanted to protest against the complete ignoring of the man who for twenty-five years of his life, in weal or woe, fought by the side of the chief whose loss we lament. I had another reason, Mr. Speaker, for my vote, a reason personal to me, which it does not suit me to make public here to-day ; but grave interests con-

nected with my county were on the verge of being sacrificed, or I thought they were on the verge of being sacrificed to political gamblers, to parasites, to leeches, such as the editors of *Le Monde*, who take the best blood of the Conservative party for their own benefit; and, Mr. Speaker, I will not suffer an injustice to be done to those who have entrusted to me the duty of representing them in this House, I will not sacrifice their interests in order to please individuals of the stripe of the gentlemen of *Le Monde*. Now, *Le Monde* says that I am of Liberal origin, and that I have changed my flag. Mr. Speaker, for twenty years of my life I have actively and honourably fought the battles of the Conservative party, I have fought them at my own cost and expense; no one has ever had to pay me \$80,000 in order to have me remain true to my party; and I will continue to remain a Conservative and true to my party as long as the policy of my party will be acceptable to me, and as long as the interests of my constituents will be safe, as long as justice will be done to us. Mr. Speaker, I wish to improve this occasion to give a formal denial to an assertion which was made by the Liberal press after the last general election. It was asserted that I had pledged myself solemnly, and by writing, to support my hon. friend the leader of the Opposition. My hon. friend, the leader of the Opposition, knows as well as I do that there is no one in his party who can say that such a pledge is in existence; that such a pledge ever existed; that there was ever any question of such a pledge. Now, Mr. Speaker, *Le Monde* may continue to insult me in its columns, but I am thoroughly determined upon one thing. I ran as an independent Conservative at the last election in the County of Gaspé, and I mean to remain an independent Conservative. I mean to vote for my party, as I said before, as long as justice will be done to the interests that I represent; but if the interests which I represent ever seem to me in danger I will in no wise scruple to vote against the party now in power, and if ever I come to leave the ranks of the Conservative party it will be because I refused to remain in the company of people whom I thoroughly despise, and who seem to be paid to insult the friends of the Conservative party.

#### WINNIPEG AND HUDSON'S BAY RAILWAY COMPANY.

House resolved itself into Committee on the following resolution:—

That it is expedient, in order to enable the Winnipeg and Hudson Bay Railway Company to construct a railway from the city of Winnipeg to some point on the Saskatchewan River, to enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and to pay for such services during the said term eighty thousand dollars per annum, such payment to be computed from the date of the completion of the said railway.

(In the Committee.)

Mr. DEWDNEY. The House will recollect that for the last two or three years the policy of the Government has been to connect the two extensive commercial arteries, the Canadian Pacific Railway and the Saskatchewan district, by joining the Canadian Pacific Railway with the Saskatchewan River at different points in the Territories and Manitoba by branch lines of railways. Some two years ago, a resolution of an almost similar character to the one now before the House

Mr. JONCAS.

was presented. That was to grant a financial subsidy to a railway starting from Regina and running to Prince Albert, on same terms as those now presented to the House. Last year hon. gentlemen will recollect that an arrangement was also made by which we assured the construction of the road from Calgary to Edmonton. With regard to the construction of those two roads, I am glad to be able to state that they are commencing to realize what we expected of them, and a large settlement has been going in to both the districts served by these two roads, and especially on the western route. We have had deputations from some of the Southern states this year inspecting the lands of both these roads, and the reports from these delegates are of the most satisfactory character. With regard to the question of policy, I am quite sure the House will agree with me as it did agree with the Government in previous years, that it is one which cannot but be beneficial to the North-West Territories and Manitoba. A few days ago, I find that a gentleman, who has had an opportunity to study the country, and is well known to hon. members of this House, the Hon. Edward Blake, has stated, with regard to the Western road from Calgary to Edmonton:

"Certainly the development of the country must be greatly assisted by the branch lines to the fertile districts, both north and south, of the main line of the Canadian Pacific Railway. It was essential that care should be taken that no consideration should enter into their location other than with the view of tapping the very best portions of the country."

Well, that is what the Government have done with regard to the line which is now under consideration, and which I may say, passes, almost from its starting point to the Saskatchewan, through as fine a section of the country as we hold in the North-West or Manitoba. The conditions upon which we ask the assistance of this House and the terms upon which we propose to give assistance to the company who propose carrying out the work are precisely the same as those given to previous companies. We propose that the company shall contract for the transport of men, materials, supplies and mails for twenty years from Winnipeg to a point on the Saskatchewan, at \$80,000 per annum, to be paid on the construction of the railway from a point within the city of Winnipeg to a point on the Saskatchewan River, such payment to be computed from the completion of the railway to such last-mentioned point. The subsidy will be made payable in half-yearly payments and be assignable to trustees to secure the company's bonds on the whole or any part of the undertaking. The tariff rates will be the same as those agreed upon for the Qu'Appelle, Long Lake and Saskatchewan Railway Company, and remain undisturbed for six years. And in case the amount earned by the company between Winnipeg and the point on the Saskatchewan River for Government service should not amount to the sum paid by the Government, one-third of the land grant earned will be kept to recoup the Government. At the same time the Government wish it to be distinctly understood that they are assisting this railway, not as the great Hudson Bay Railway which we have heard so much about lately, but on its merits as a colonization road. It is also understood that the company shall at no future time make any demand on the Government for financial assistance for the construction of the railway northward from the

Saskatchewan River. The line originally located and which has been filed within the Department of Railways, commenced at the city of Winnipeg, and ran along the eastern shore of Lake Manitoba to the Saskatchewan River. It is now proposed to probably alter the direction of that road in order to accommodate the very large settlement which is going in to what is known as the Dauphin Lake district. For the last eighteen months settlers have been flocking into that country, and constantly calling out for railway communication. I may state, for the information of hon. gentlemen, that the character of the country is excellent. I hold reports from different engineers who have been there, and who all express the opinion that it is one of the most valuable portions of our western country for settlement. There is no occasion for me to read extracts from these reports, but I hold them in my hand and will show them to any member who wishes to look at them. When I brought this matter up first in the House, the hon. member for South Oxford (Sir Richard Cartwright) stated he would like to have some idea with regard to what surveys had been made and the estimated cost of construction. It is estimated that the road can be built, the whole of its length, including rolling stock, station houses, equal to the Canadian Pacific Railway standard, for the sum of \$15,000 per mile. I might also further state that a contract has been already let to the firm of Messrs. Mann & Holt, who have constructed the roads from Regina to Prince Albert, and are also now building the road from Calgary to Edmonton. The contract has been let to those gentlemen for the sum of \$11,000 per mile for the line proper without the rolling stock. A land grant has been given for some years to this company to the extent of 6,400 acres per mile within the limits of Manitoba and 10,000 per mile from Manitoba to Hudson Bay—although we have nothing to do with the Hudson road proper beyond the limits of Manitoba and towards Hudson Bay. The land has been given in alternate sections on each side of the railway line. I may also state that the company is not exactly in the same position as the two other companies I have referred to. At that time an arrangement had been made with the Canadian Pacific Railway to operate the line six years. No such arrangement has been made in this case, but it is presumed that there will be no difficulty as to the operation of the road. With regard to the main Hudson Bay road, I may state that I have given my personal attention to that, and have come to the conclusion, after a good deal of study, that the road is feasible and the navigation sufficiently open to accommodate the traffic, and I believe, if constructed, it would result in cheapening the cost of transportation of our wheat produce some 15 or 20 cents per bushel. These are my own private opinions in regard to that line, but I may state further that the Local Government of Manitoba appear to have come to the same conclusion, because they have made to this company, if it continues the line we are now assisting from the Saskatchewan to Hudson Bay, a grant of \$1,500,000. I hope the House will look favourably on this resolution, and that I shall be allowed to introduce the Bill, which I hope will be adopted.

Mr. SPOHN. Representing the constituency I represent, and coming from the part of the country

I come from, I feel I would be false to my constituents, false to the Province of Ontario, and false to the Dominion of Canada, if I remained in my seat and did not protest against spending money for such a scheme as this. I consider that every dollar spent on this railway is thrown away and lost to the country. I must congratulate the Minister of Interior for the very plausible manner in which he brought forward his motion. He tells us that he intends to grant this subsidy only for a colonization road as far as the Saskatchewan. Do we not know that the building of this road depends on the Manitoba bonus, and that the promoters of this scheme will go to the old country and expect to float that scheme on the ground of the Manitoba grant and the grant they expect from this House, and do we not know that the Manitoba bonus depends upon the completion of the road to Hudson Bay? Therefore, I propose to discuss this as a Hudson Bay scheme and not as a colonization scheme. This is merely introducing the thin edge of the wedge. It is merely sugar-coating the dose, but although it is sugar-coated, the coating is too thin, and we get the bitter taste before we swallow the nauseous draught. I claim that this is a violation of all the policies of all the Governments of this country, who have spent so many millions of dollars in building the Welland Canal, the Sault Canal, and enlarging the St. Lawrence Canals, and in building the Trent Valley Canal. More than this, I object to an expenditure of this money for such a purpose, because I maintain that this is impracticable. I maintain that this road, if built, will be of no practical purpose, and I believe that the people who pay the taxes have a right to be heard on this question. I dare say some people will make money out of this road. No doubt the contractors will make money out of it, and it will be the old story over again. We have had too much of this kind of public expenditure in the past, and it is time that we should put a stop to it, and we should not spend money at this day unless it is to be of benefit to the country at large. I was pleased the other day to hear the member for Centre Toronto (Mr. Cockburn) stand up for the Province of Ontario and tell us that that province paid more than half the taxes of the Dominion, and that the city of Toronto itself contributed more to the taxes of the Dominion than the Maritime Provinces and the North-West put together. When this question comes to be decided, I hope the member for Centre Toronto (Mr. Cockburn) will vote as he speaks. I expect the members for Manitoba will support this Bill. No doubt they will all support it. We will probably, for the first time in the history of this House, find the member for Selkirk (Mr. Daly) and the member for Marquette (Mr. Watson) sailing in the same boat. Of course, whether this road be completed or not, there will be a certain amount of money spent in Manitoba, and there will be a certain boom in consequence of that, but I believe I can show the House that, were this road built, it would be of no advantage to the Dominion or to the Province of Manitoba. I claim that, in questions like this, demanding a large outlay of public money, demanding that we go to the old country and ask for credit from the capitalists of the old country, on the endorsement of this House, these questions should be calmly debated and we should go into all the details in order to see whether this or that

expenditure is feasible ; but, if ever there were a wild-cat scheme put before the people, I believe this is the scheme, and, whether it be started as a colonization road or not, it will be floated on the English markets as a road to Hudson Bay, and every dollar obtained on the English markets for the road to the Saskatchewan will be obtained for a Hudson Bay scheme, and therefore it will be obtained on false pretences, because that bonus from the Manitoba Government will not be given until the road is completed to Hudson Bay. Therefore, this House should discuss this question not as a local colonization road to the Saskatchewan, but as a road to be built to Hudson Bay, and which can only benefit the contractors. In going into this matter, I propose to quote certain authorities, but before doing this I would remark that nearly all the statements and papers given us by the promoters of this road are slightly coloured. Take the question of distance : They claim that Churchill is 700 miles from Winnipeg. Every engineer will tell us, and every practical railway man knows, that, in following the curves of the streams and in making the necessary curvatures to get the proper levels, the length is increased to a considerable extent. I have it on good authority that, when this road is completed to Hudson Bay, instead of being 700 miles long, it will be over 800 miles. Then again, as to the distance between Churchill and Liverpool, it is stated that the distance is in favour of Churchill by a few miles. The distance from Churchill to Liverpool is stated at 2,926 miles, and from Montreal to Liverpool at 2,990 miles. In making up this statement, they follow the same line as in the other, and take the longest line from Montreal, by Cape Race. Surely, if the Hudson Straits are navigable, the Straits of Belle Isle are navigable, and that would be in favour of Montreal by 150 miles. This matter of distance is, however, of minor importance. Now, the distance from Winnipeg to Hudson Bay is 800 miles ; the distance from Winnipeg to Fort William is 426 miles, being a difference in favour of Fort William of at least 350 miles. It costs, to carry a ton of grain at present rates, 1½ cents a mile per ton, but grain has been carried, and grain can be carried, on railways at 7 mills per ton. If we take the lower rate at which grain has been carried, we find that we can carry it from Fort William, past Montreal, for less than the difference on the freight between Winnipeg and Churchill. What I mean is this, that what we gain by the difference in favour of Fort William will carry grain past Montreal to Liverpool. Now, I do not propose to take up your time by discussing the navigation of Hudson Bay, because that has nothing to do with this question at all ; but I propose to discuss the navigation of the Hudson Straits, because through the Hudson Straits every vessel must pass, and whether Hudson Bay is closed or whether it is open, matters not. If the Straits are closed, then navigation is closed ; consequently, I propose to confine my remarks to the navigation of the Hudson Bay, and I will try to make them as brief as possible. We know that the *Alert* established several stations through these Straits ; I do not propose to take up every one of them, but only the principal ones through which navigation must pass. In doing this I shall quote from Lieutenant Gordon's report. We find that vessels going into Hudson Bay cannot pass the

Mr. SPOHN.

straits before August. The *Alert*, on 7th May, fitted up with stores on board, with the members of the expedition, sailed out from Halifax at 11 a.m. Surely this was early enough to try the Straits. Now I will quote from his report :

" On June 15th, at 5 p.m., made the edge of the ice about 35 miles east of Cape Resolution, the ice, though heavy, was slack ; steamed in, working as near course as possible. At 1:30 a.m. of the 16th made the land—Cape Best. The ice was now run tight together, so we banked the fires and left the ship to pull under a foretopsail and E. T. staysail. From June 15th to July 6th we were drifting with the ice. At times the ice would run abroad and then the ship was worked under steam or sail, in whatever direction seemed most promising. I append hereto a chart on an enlarged scale, showing approximately our drift in the ice."

This shows the condition of things at the eastern end of the Straits. The *Alert* passed through, planting observation stations at different points. —

" On the following morning, August the 4th, observed a vessel in the ice in the Straits, supposed to be the Hadson's Bay Company's ship *Diana*, bound for Fort Chino. The ice was so thick around the shore that it was with difficulty we were able to work our way into the harbour (Port Burwell), and when in there the ice was jammed so tightly that I walked from the ship to the shore without difficulty. Arrived at Churchill August 31st, soundings all the way across the bay. We made Knightshill Beacon at 8 a.m. of the 31st, and anchored in Churchill harbour at 2 p.m. the same day. Stopped at Churchill to survey harbour. Started on return voyage September 7th. On the morning of the 7th, we left Churchill and shaped course across the bay ; no field ice was met with except a few scattered pans lying off the south-east end of Salisbury Island ; there were, however, quite a number of icebergs, sometimes eight or ten being in sight at one time."

Now follows the ice record at Nottingham Island :

" NOTTINGHAM ISLAND, STATION NO. 5.—ICE RECORD.

" [September, 1884.]

" 1st. Closely packed ice extending across the Straits.  
" 2nd. Ice moving with the tide, large field near Cape Digges, not much change in appearance from yesterday.  
" [October, 1884.]

" 1st. Clear water in middle of Straits, heavy pack along the shore.  
" 2nd. Straits full of ice as far as can be seen, no open water visible.  
" 3rd. Ice loose, body of pack has moved east.  
" 4th. Fog bank to the south in a.m. ; in p.m. cleared and showed heavy field of ice lying north and south to the east of the island, clear water to south-west.  
" 5th. Snowstorm ; ice packed on the shores.  
" [November, 1884.]

" 24th. Heavy ice closely packed in the Straits.  
" 25th. Heavy ice moves east and young ice forms in the Straits.  
" 26th. Straits opposite are frozen as far as can be seen.  
" 27th, 28th, 29th, 30th. Ice solid and immovable extending in every direction.  
" 31st. Ice east of here moving to north-east, ice to south remaining stationary."

This shows that navigation was closed before 24th October. I will now give winter record :

" [January, 1885.]

" 1st, 2nd, 3rd, 4th. Ice solid in every direction.  
" 5th. Snowstorm.  
" 27th. Drifting snow.  
" 28th. Ice packed closely in every direction.  
" 29th, 30th, 31st. Straits completely blocked.  
" [February, 1885.]

" 1st, 2nd, 3rd, 4th. Ice packed solidly in every direction.  
" 5th, 6th, 7th. Snowstorm and drift.  
" 8th, 9th, 10th, 11th. Straits blocked with heavy ice.  
" [March, 1885.]

" 1st, 2nd, 3rd. Ice solid in every direction.  
" 4th, 5th. Snowstorm and drift.  
" 6th. The Straits to the eastward is clear of the heavy ice and is now covered with a smooth sheet of young ice.  
" 23rd, 24th, 25th, 26th, 27th. Heavy ice closely packed in every direction."

I give this report to show that there is no possible chance for winter navigation by the Straits, as some promoters have claimed. I will continue to read the record :

“ [April, 1885.]

“ 1st. Clear water shows to the east and north-east, but ice is closely packed.

“ 19th. No open water visible.

“ 11th. Snow falling and drifting.

“ 12th, 13th. Straits in every direction closely packed with heavy ice.

“ 14th. Snow falling and drifting.

“ 29th. Strait completely covered with ice.

“ 30th. Snow drifting.

“ [May, 1885.]

“ 1st. Snow drifting.

“ 2nd. Heavy ice, closely packed, with ice in every direction.

“ 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th. Heavy ice in every direction.

“ 29th, 30th. Straits completely blocked.

“ 31st. Three or four small patches of open water near the station, elsewhere the ice is closely packed.

“ [June, 1885.]

“ 1st, 2nd. Ice closely packed.

“ 6th, 7th, 8th, 9th, 10th. Ice closely packed.

“ [July, 1885.]

“ 8th, 9th. Straits covered with ice, somewhat scattered on the 8th, closing upon the afternoon of the 9th.

“ 10th. Straits covered with tight fields of ice. \* \* \*

“ [August, 1885.]

“ 1st. Compact and heavy ice to eastward.

“ 4th. Heavy ice is still visible to the eastward.

“ 5th. Ice has all moved east towards Salisbury Island; Straits to south-west completely clear, and clear water extends some miles to the east of this station.

“ 6th. Ice is still closely packed to the south of Salisbury Island, and seems to extend to the southward.

“ 7th. Ice south of Salisbury Island is moving this way; elsewhere the Straits are completely clear.

“ PORT LAPERRIÈRE (CAPE DIGGES), STATION NO. 6.

“ [October, 1884.]

“ 1st. Heavy ice both in Bay and Straits, with open water channel showing occasionally.

“ 21st. Drift ice in the Straits all day as far as can be seen.

“ 22nd. No open water visible in the Straits.

“ 23rd. Same as 22nd.

“ 24th. Bay, Straits and harbour frozen solid with new-formed ice.

“ 25th, 26th, 27th, 28th, 29th, 30th, 31st. All the ice solid; no water to be seen in the Straits. The 23rd seems to have been the last day on which navigation would have been possible.

“ [November, 1884.]

“ 1st, 2nd. No water visible.”

Sometimes the ice shifts, and there may be streaks of open water, but I have given the conditions as found by the observers at these dates. I will pass over the winter and take up spring navigation.

“ [July, 1885.]

“ 8th. No alteration, ice tight everywhere.

“ 9th, 10th, 11th. Ice still remains solid.

“ 12th. From the Island for five or six miles the ice is broken and drifting, beyond that the pack is close.

“ 13th. Foggy.

“ 14th. No open water in the Straits. \* \* \*

“ [August, 1885.]

“ 4th. Weather thick, could not see any distance.

“ 5th. Ice close in Strait in a.m., but in p.m. ice was broken and scattered.

“ 6th, 7th, 8th, 9th, 10th. No ice in Strait \* \* \*

“ ICE MET WITH ON THE VOYAGE OF THE ‘ALERT.’

“Our observations show that during the first half of the month of June, a belt of ice varying in width from 30 to 50 miles, extended the whole length of the Labrador coast, from Cape Chudleigh to Belle Isle. Off the entrance of Hudson Straits at this time the field extended from 35 to 100 miles to the eastward of Resolution Island, and on the 16th of June when I endeavoured to enter the Straits the ship was beset in heavy ice about ten miles to the S.W. of Cape Best. This ice was very heavy and some of it in

large sheets, but at the turn of the tide the pack generally slacked off a little when the ship was worked on under steam or sail as opportunity offered; this state of affairs continued until the 4th of July, when, owing to the damage done to the ship, we had to return to St. Johns. Except on one occasion no large amount of open water was seen from our masthead, the ice always seeming to be tight to the westward of the ship. I measured the thickness of many of the pans: some were 22 feet, but the common kind was floe ice, about 10 feet in thickness. On the 4th of August when we got back from St. Johns there was still a great deal of ice in the Straits and some of the pans were of great size, many of them being over half a mile in length.

“NOTES ON THE ICE MOVEMENTS IN HUDSON BAY AND STRAITS, 1768-1769.

“Capt. Falconer states: ‘In the month of July, when the above Hudson Bay Company’s ships commonly get their passage through the Straits outward bound, it is almost blocked with ice, some of which is aground in 100 fathoms of water. \* \* \* and this with the large quantities of floating ice makes the passage dangerous, and detains the ships, some years, till the latter end of August, before they get clear of the Straits.’

“The ice mentioned in the above quoted paragraph as being aground in 100 fathoms of water is undoubtedly intended to apply to icebergs, some of which I have myself seen aground in from 80 to 100 fathoms. On the north side of the Straits some of these large masses of ice getting aground at high water of spring tides will remain fast for weeks if they do not break up. Capt. Falconer states that the Bay was only navigable from the latter part of July to the middle of October.”

I propose to give some extracts from Captain Hawes’ report. Captain Hawes has made fourteen voyages to Hudson Bay. He places the probable period of navigation for steam vessels properly fitted for ice work as seldom exceeding three months, 15th July to 15th October:

“As to the closing of the navigation in 1884, Mr. Laperrière reports, at Cape Digges, that on 25th October the ice was solid in every direction, and at Nottingham Island a similar entry is made on the 27th. A distinction must be made between the closing of navigation by the formation of young ice, and the presence of a large field of heavy old ice which is cemented together by the formation of young ice between the pans. In the first case any ordinarily powerful steamer could go through without risk, but in the second case the most powerful of the whaling or sealing steamers would be helpless. The western end of the Straits is always subject to incursions of this heavy ice, from Fox Channel, and especially so in the months of September and October, when strong north-easterly and north-westerly gales are frequent.

“HUDSON STRAITS.

“In Hudson Straits, for the first 20 days of August, the ship was always in the ice: the average surface water temperature for this period is 31° 3.”

I have given you a report of the experience of the expedition during 1884 and 1885, and will now give 1886, as you might think 1885 an exceptionally bad year. To give a better idea I will quote instructions from Hon. Mr. Foster:

“ OTTAWA, 22nd June, 1886.

“ TO LIEUT. A. R. GORDON, R. N.,  
Halifax, N. S.

“SIR,—With reference to the voyage of the *Alert* and the work to be performed under your charge for the present season, it is desirable that you should be guided by the following instructions, which are intended rather as an index of the general wishes of the department, than as an absolute direction from which you are under no circumstances to deviate. Changes that may be rendered necessary, by circumstances now unforeseen, and other work than that indicated which may appear to you proper to be done during the course of your voyage, are to be within your own discretion, always bearing in mind the purpose of the expedition, and the time at your disposal.

“It is desirable that you should proceed to the mouth of Hudson Straits with as little delay as possible, so as to avail yourself of the very first feasible opportunity to make the passage through. If you are prevented from at once entering the Straits, you will occupy your time in taking accurate observations of the extent and condition of the ice, the prevailing winds, and the currents at its mouth.

“ At the earliest possible period consistent with the safety of the expedition you will push through the Straits, in order that to demonstrate the earliest date of opening navigation and the time required to pass through the ice, noting carefully all the incidents of the passage.

“ Unless necessity exists for visiting any of the stations, of which you will be advised by the system of signals agreed upon, you will not lose any time in visiting them during your outward voyage.

“ It would be well to delay your homeward voyage through the Straits to as late a period as is consistent with safety and the labour involved in gathering the men and plant of the observing stations, in order to gain whatever data you can as to the condition of the Straits at the latest period of navigation.

“ The observers, the houses and all portable and valuable articles at the stations you will take on board the *Alert* on your return voyage, and bring them with you to Halifax.

“ You will bear in mind that it is the wish of the department to demonstrate as far as possible the navigability of the Straits, for purposes of commerce, in point of time and facility, and anything that will conduce to that end the department relies upon you to do to the limit of the means placed at your disposal.

“ I am, Sir,

“ Your most obedient servant,

“ GEORGE E. FOSTER.”

As you see, Sir, the Government took every pains and every precaution to ascertain the truth and the proper condition of the “ Straits ” during these years. If, on examination of these reports, we find that these “ Straits ” are not navigable I submit it is the highest folly to grant any money towards the building of this road. In making this voyage the spring had every appearance of being favourable, and when they left Halifax it was supposed they would make an early voyage. They say :

“ We commenced this voyage with every hope of making an early and successful passage of Hudson Straits, as the news from Newfoundland was that the ice had left the Labrador coast, and that the season, so far as the movements of the ice were concerned, was an unusually early one. Our subsequent experience showed that certainly, all along the Labrador coast, and to a less extent in Hudson Straits, the season was earlier than last year.”

“ From the 11th to the 19th July the ice covered the Straits from ‘ Emma Island ’ to Cape Digges, and through this 200 miles we worked, every time the ice opened gaining something, if only half a mile. Much of this ice was heavy old ice, and of such a nature that no ordinary steamer which could be used as a freight-carrier, even if strengthened and sheathed for ice, could, in my opinion, have passed through at this time without injury.

“ On leaving harbour of Digges Island on the morning of the 25th the ship was again beset and only got clear on the following morning. After this date we met no ice which would in any way have interfered with navigation.

“ Captain Guy, of the steamer *Arctic*, one of the most powerful of the Dundee whaling fleet, has kindly furnished me with notes, from his experience in Hudson Straits this year, and the following is taken from his communication :—

“ The *Arctic* left St. John’s, Nfld., on 16th May, and proceeded northwards, making the ice at the south side of Cumberland Gulf on 25th May, intending to go into the gulf; the ship was, however, beset about ten miles from Monumental Island, wind being from the eastward, and drove from there around the south side of Resolution Island into Hudson Straits, still fast in the ice, and only got free at the Lower Savage Islands on 2nd June.”

“ Capt. Guy found the S.W. ice extending to the east of Resolution Island and Cape Chidley, about 40 to 50 miles tight, with from 10 to 20 miles of slack beyond that.

“ From the Lower Savage Islands to Ashe Inlet, Capt. Guy says they had no trouble, but the voyage occupied from 2nd to 5th June, and the distance is only 150 miles: we must admit that the progress of the *Arctic* was not very rapid.

“ After leaving Ashe Inlet, Capt. Guy states that he found the ice much heavier, being now from 15 to 20 feet thick; proceeding north-westward, he got up into Fox Channel as far as Cape Queen: here, however, he found an impassable barrier of ice, and tried to cross the channel to the westward: this was also impossible, and so the *Arctic* headed south, watching for a slack place to enter the barrier of ice. From the 20th June to the 25th July, the *Arctic* was steaming between Cape Queen and Charles

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Island, trying to get into Hudson Straits, and only reached the western end of the Straits on 26th July, or five days after the *Alert* had got through and into harbour at Port Laperrière.

“ A little loose ice was met with early on the morning of the 28th, but otherwise there was nothing of interest occurred, and we arrived and anchored in Churchill harbour at 5.15 p.m. on the 29th, having made the run from Cape Southampton in forty-six hours.

“ From 30th July to 3rd August, we were engaged in making a survey of Churchill harbour. A copy of this plan has been forwarded.

“ The harbour at Churchill is formed by the mouth of the Churchill River, which empties itself into Hudson’s Bay at that angle in the coast lying between Cape Churchill and Seal River. Between these points the older rock formations come right down to the sea.

“ We remained here till Friday, the 20th, at 3 a.m., on which day we left for Marble Island, steaming up the western shore of Hudson’s Bay.

“ 22nd. Arrived and anchored in outer harbor at 10 a.m. On the Deadman’s Island I found a letter from Capt. A. P. Benton, of the bark *Wave*, which read as follows:—

“ ‘ MARBLE ISLAND, 1st August, 1886.

“ ‘ Wintered in the outer harbour in company with the *George* and *Mary*. Had a mild winter, but cold and backward spring, the thermometer not reaching 30° till 19th May. Commenced cutting trenches 18th March, but did not get out till 16th day of June. The *G.* and *M.* got out 12th June.

“ ‘ Cruised all over Hudson’s Bay the rest of June and July. Saw only one cow and calf, got her, 145 bris. Spoke *George* and *Mary* 16th July, clean, bound to Repulse Bay; she saw one whale but did not get him.

“ ‘ Welcome full of ice; did not see a whale there. On 16th July the ice extended from Whale Point across to Cape Harding. The whale I saw was on the 2nd day of July; saw nothing in June.

“ ‘ In February scurvy began to come on the crew. First natives came to the ship 21st April; bought one deer, afterwards bought five more deer. In middle of May things looked blue. The 28th May we were sawing ice in nine fathoms of water, and the ice was on the bottom. We used between the two barques nearly forty bomb-lances to blow the bottom of the ice out. The pack was fast to the floe, 1½ miles, ever since January; could not do anything with it. The 1st of June the pack broke off from the end of Deadman’s Island and afterwards we got along quite well, sawing. The ice in the harbour was 7½ feet thick. Nearly one-half of the crew of both vessels were down with the scurvy and the remainder more or less afflicted with it; but we got along quite well after we got out. All are in good health now.

“ ‘ I leave here to-morrow for a short cruise and home.

“ ‘ ANTHONY BENTON,

“ ‘ Master of barque ‘ *Wave*,’ New Bedford, Mass.’

“ September 7th. At 5 p.m. left Port Laperrière for Nottingham Island, steaming dead slow. At 11 p.m. weather rather foggy; met a lot of loose ice, off the edge of which we lay till daylight.

“ September 8th. At daylight sighted Nottingham Island, and at 8 a.m. arrived in Port de Boucherville and anchored. All hands were immediately put to work getting off the stores and taking down the house, the whole work being completed and the ship at sea again at 6 p.m. the same evening.

“ About Nottingham Island there was a good deal of loose ice, which, though nothing to seriously affect navigation, was heavy old ice, and was undoubtedly the advance guard of the pack of old ice coming down from the north, but appearing somewhat earlier than in 1885.

“ September 9th. After leaving Nottingham Island the wind again began to freshen from the eastward, with a rapidly falling barometer; it blew fresh all day of the 9th, and before midnight it was blowing a whole gale. This continued all day.”

I now give the experience of Nottingham Island for 1885–86 :

“ PORT DE BOUCHERVILLE, NOTTINGHAM ISLAND.—ICE RECORD.

“ [September, 1885.]

“ 27th. Ice all round, and has come close to shore to the northward. No open water visible to north-east or east.

“ 28th. Ice formed on the harbour; field ice covering the Straits in every direction, with small spots of open water showing.

“ [October, 1885.]

“ 1st. The pack has drifted back again, and is to-day nearer the shore to the northward than yesterday.

“ 3rd. The ice is now tight and compact in every direction; from the top of a hill some distance inland, a little open water shows near the horizon between south and east; elsewhere no water to be seen. The bay to the north of the station is frozen so that the seals can lie on it.

“ 4th, 5th, 6th, 7th. Ice in every direction, slackening and tightening with the tide; at times large lakes of open water show.”

I pass over the winter and come to the summer again.

“ [July, 1886.]

“ 9th, 10th, 11th. No open water in sight.

“ 12th. S.W. wind has blown the ice off shore.

“ 13th. Ice to the northward and between here and Salisbury seems compact, but the Straits to the south must be nearly clear as we could hear the sea breaking on the outer edge of the ice near the shore to the south.

“ 15th, 16th. Ice tightly packed on the shore; no open water.

“ 17th. Ice loosened out a little and some open water shows in places.

“ 18th, 22nd. Ice remains loose; much open water.

“ 23rd, 24th. Open water along shore, but ice visible on the horizon.

“ 25th, 26th. Ice swings in a little occasionally, but it is always loose and much broken up.

“ 28th, 8 p.m. Ice packed tightly in all directions.

“ 29th, 30th. Not a particle of open water to be seen. Ice packed tightly to the horizon.”

#### “ NOTES ON THE ICE IN HUDSON STRAITS AND BAY.

“ In considering the question of the quantity and movements of the ice in Hudson Straits, the first point that arises is whether the only ice to be met with there is that formed in the immediate locality, or whether there are sources of supply beyond.

“ We have now had voyages on three years to Hudson Straits, and it is certainly legitimate to assume that we have not met with all the kinds of ice which are at any time to be found in these regions. I consider that they may be divided into three types or classes: First, there are in Hudson Straits at all times of the year, icebergs; second, up to the end of July or beginning of August there is much young floe ice, by this is meant the ice which has been formed during the winter immediately preceding. Its thickness is variously reported from 7 feet 6 inches at the harbour on Marble Island to 3 feet 10 inches at Port Burwell, in the eastern entrance of the Straits. A mean between these two measures would be, I consider, a fair average for the thickness of this class of ice, when met with in Hudson Straits, say somewhere about 5 feet of solid blue ice; covering this ice is a sheet of snow packed solid and as hard as the ice itself, and, like the ice, of varying depth. In the month of July 2 feet would probably be the average depth of this cap or crust of snow, thus making the total depth of ice and snow together from 7 to 9 feet.

“ The third type of ice is what I called in my first year's report the 'heavy Arctic ice.' This ice is of every thickness, from 10 to 40 feet; it is the product of many winters in which it has been growing in thickness, both below by freezing, and above by the accumulation of the successive winters' snows.

“ Port Laperrière and Nottingham Island. During the season of 1884, the field ice never left the Nottingham Island, but remained there, swinging to and fro with the tide, all summer. On 2nd October, at Nottingham Island, the Straits are reported full of ice as far as can be seen, and the date of the final closing fixed by the observer there was 26th October. At Port Laperrière, first ice 19th October. Straits closed, apparently full of ice, 22nd October.

“ The general direction of Hudson Straits at the eastern end, is about N.W. and S.E. (true), and across the mouth of the Straits, flows persistently the great Arctic current, carrying with it, not only giant bergs from the Humboldt and other glaciers, but field ice from the Arctic Sea coming down the East Greenland coast, together with all that comes down Davis' Straits and from out of its many bays and fjords. The quantity of this ice which passes down across the mouth of Hudson Straits is enormous, nor does it all pass across; a great deal of it is carried right into Hudson Straits to the south of Resolution Island; more comes in through Gabriel Straits and thence flows westward along the north shore of Hudson Straits. This westerly set apparently terminates about the eastern side of Salisbury Island, because the bergs are seen to come in the Straits, and to

pass up the north side going west beyond Ashe Inlet. The breadth of ice outside of Hudson Straits varies greatly from time to time. I have been told of its being 120 miles off in March, and this year in the end of May, Capt. Guy, of the *Arctic* says, 'We found the southwest ice extending off Resolution Island from 40 to 50 miles of tight ice, and outside from this 10 to 20 miles of slack ice;' showing up to the 25th of May, this year, an impenetrable barrier of 50 miles of tight ice between navigable water and the entrance of Hudson Straits. This mass of ice outside pens up the ice in Hudson Straits, and it is only after a westerly blow of some duration that it moves off to the eastward and permits of the ice moving out. About the end of June or beginning of July, the bulk of the northern ice has passed south of Cape Chidley, and the Hudson Straits is free to pass out, but at this season of the year the westerly winds form only about 30 per cent. of the total, hence the discharge is slow and vast quantities of this ice disappear in the Straits and Ungava Bay under the influence of the rising temperature of both air and sea.

“ It will be admitted that with the experience extending to centuries, which the Hudson Bay Company have, if it were possible for them to get their ships in earlier they would endeavour to do so; inasmuch as the detention of one of their ships over a winter in the bay, entails loss of markets, more or less undue wear and tear of vessel, and the additional expense of wages and maintenance of the crew. I have examined the records of 116 consecutive arrivals at York Factory, and find that the average date is September 4th. Of the 116, 48 arrived in August; earliest date, 6th August. The latest arrival was the 7th October, on which occasion the ship wintered in the bay.

“ There is no question but that the year in which the ship arrived, 6th August, must have been an exceptionally favourable one, because of all the August arrivals only 13 arrived prior to the 20th of the month, and in considering the question of the navigability of the Straits by steamships for the ordinary purposes of commerce, I am of the opinion that steam will not lengthen the season at the beginning more than a month to five weeks, so that our own experience, and that of the Hudson Bay ships, points to the first half of July as being the earliest date at which the Straits may be considered navigable for the purposes of commerce, by steamships fortified for ice navigation, and at the same time capable of being used profitably as freight carriers.

“ It has been held by some that the ice in Hudson Straits was so light and so much broken up that there was no risk of an ordinary vessel being crushed in it. I am informed that one of the American whaling vessels was crushed in 1885, and the Hudson Bay Company some years since lost a vessel by the ice in the Straits.

“ The Hakluyt Society have published a work entitled 'The Geography of Hudson Bay,' by Capt. Coats.

“ Capt. Coats was an officer in the Hudson Bay Company, who commanded vessels sailing into Hudson Bay from 1727 to 1751. During this time he was twice crushed in the ice, and in his geography he says: 'In the year 1727, when near the meridian off Cape Farewell, when running through the ice with small sail, two pieces of ice shut upon us and sunk our ship. Again in 1736, being entangled in the ice six leagues within Cape Resolution when the ice shut upon us by the tides only (for it was dead calm) and crushed our sides in and sunk her in 20 minutes.'

#### “ GENERAL REMARKS ON THE NAVIGATION OF HUDSON BAY AND STRAITS.

“ Having now made voyages on three years to Hudson Straits, and having carefully examined the reports by the observers as to the formation and movements of the ice in Hudson Straits, I have the honour to submit the following statement in regard to the navigation of these waters.

“ In discussing this question, I think it well to state that I am not required to report on the commercial aspect of the case, and whether Hudson Straits navigation can be made to pay, nor do I, in the seasonal limits given, mean to state that it is impossible for a ship occasionally to get in earlier or leave later; but having carefully considered the subject, I give the following as the season during which navigation may in ordinary years be regarded as practicable for the purposes of commerce; not, indeed, to the cheaply-built freight steamer, commonly known as the 'ocean tramp,' but to vessels of about 2,000 tons gross, fortified for meeting the ice, and of such construction as to enable them to be fair freight carriers. These vessels must be well strengthened forward; should have wooden sheathing, and be very full under the counter; the propeller should be of small diameter and be well down in the water. I place the limit of size at about 2,000 tons, because a larger ship would be somewhat unwieldy, could not make such good way through the loose ice; and being

unable to turn so sharply she would get many a heavy blow, that the smaller ship would escape.

"I consider that the season for the opening of navigation to such vessels as the above will, on the average, fall between 1st and 10th July. The position and movements of the ice I have already discussed, and need not here repeat. The closing of the season would be about the first week in October, partly on account of the descent of old ice from Fox Channel into the western end of the Straits; this old ice being rapidly cemented into solid floe by the formation of young ice between the pans; in such ice, no ship, however powerful, could do anything to free herself. At this time, too, the days are rapidly shortening, and snowstorms are frequent though not of great duration.

"Altogether, I consider the navigation of Hudson Straits as being more than ordinarily difficult, with shores inhospitable and bleak, presenting such a picture of loneliness and desolation, that it takes some time to get accustomed to it. The only safety in thick weather lies in the constant use of the lead and keeping a bright lookout, as the dead-reckoning is frequently in error to a considerable extent."

Now, I think I have quoted enough to show that it is impossible to navigate the Hudson Straits during the winter, that it is impossible to make more than one voyage in the year from England and return, unless under most favourable circumstances and in the face of extraordinary risks. To show you what is thought on this subject, I will quote from the evidence of Mr. Smith, the Deputy Minister of Marine. In his examination he stated that he considered it almost impossible to make more than one trip from England to Churchill and return, and he was asked:

"Do you refer to sailing ships when you speak of a vessel making two trips in the season?—No; I am speaking of fast steamers. It would have to be an exceptionally fast steamer, and a favourable season, with as little delay as possible. Of course the vessels for this work have to be built exceptionally strong. Chief Commissioner Graham told me that the vessels were provided with double stores and double crews, against accident. The ordinary ocean vessel would not be able to go in there at all. They should be as strong as wood and iron can make them, and no expense spared in their construction."

He was further asked:

"Do you not think there would be a great deal more for steamers?—With steamers, as you are aware, we have had some experience. We did everything possible to strengthen the *Northern Light*, and make her efficient for the service; still with all that she has cost a great amount of money to keep her in repair. The character of the ice is such that an ordinary steamer could not go through at all; that is, ocean trumps, as they are called—these vessels that sail between Liverpool and New York. The ice would knock a hole in the bottom of such a vessel in a moment, and she would go down. We had to put both greenheart and iron-plating on the *Northern Light*, and yet she runs a chance of incurring heavy expense for repairs at any time."

And still they ask for a grant of money for a railway to this region. Now, Mr. Pusey gave evidence before the Commission. He wrote to Captain Spicer in reference to the building of a railway to Hudson Bay, asking the price of materials and his opinion as to the navigation of Hudson Straits, as Captain Spicer had often been there. Captain Spicer answers as follows:—

"GROTON, CONN., 17th March, 1883.

"MR. C. H. PUSEY, New York.—Your favour of the 16th March is at hand and duly perused, and I am a little surprised to hear that the subject of a line of steamers to Hudson Bay is still being agitated. I thought the subject had been dropped. I have been consulted before on this matter, both in this country and in Europe, and my answer has always been the same—impracticable. But to answer your questions in order as asked, I will say:

"1st. There is no average length of time to be depended upon, as there are no two years alike. In the year 1863 I battled the ice from 1st July to 22nd August to get into Hudson Bay, and left for home 23rd September, and it was by a piece of good fortune that I was enabled to get clear. But a gale of wind for two days cleared the south

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shore, so that by coasting inside the islands and rocks I got clear. The year 1862, Captain Charles Allyn, in the barque *Black Eagle*, attempted to leave the Bay 10th September, but had to turn back again and winter, on account of heavy pack ice. In 1863 a Hudson Bay Company's ship did not get into the Strait until after I did, and there were two whalers lost the same year, one 17th July and one in August, about the 20th, I think. These vessels were well fortified for the ice. The Hudson Bay Company's ships are built expressly to combat ice, and they have found, by an experience of about 200 years of navigation there, that it is not advisable to attempt the Strait until about 1st August, and never to stop later than 15th September, except they winter, and I think there is no year that the Hudson Strait is free from ice three months, and no steamer or vessel has any business there, except built expressly for the ice, which iron vessels are not. There are always floating icebergs.

"2nd. I have never known it to be safe in the Strait, early or late. Thick fog and snow, strong currents and icebergs are always there.

"3rd. My experience in that country for twenty-four years compels me to say I do not believe any man can tell, with certainty, within two weeks of the time he could arrive there, not only from Liverpool, but even after he had entered Hudson Strait.

"4th. I do not think that, with a dozen trading posts on the north shore of Hudson Bay, they would secure \$3,000 worth of trade. I have had the whole shore, and never got \$500 in sixteen months.

"5th. I would not guarantee to land any freight of railway material, or any other, at a given time, for anything less than cost of said freight and the liabilities of damage.

"In my opinion, to sum up, it is simply an absurd project, and I think it would be safe to guarantee the loss of every vessel that attempts to carry wheat out of James Bay three months in the year, and I think Col. Wm. H. Gilder could have told you the same if he would, and I can point out several masters here who would tell the same story, I think. If there is any point that I have omitted, I would be happy to answer, if asked.

"Yours respectfully,

"J. C. SPICER."

Now, Sir, I think I have said enough to satisfy anybody on the question of navigation; and I propose now, for a few minutes to speak of the possibility of this road, if it were built, becoming a paying enterprise; because I believe it is our duty to take into consideration, not only the navigation of the Straits, but also the power of the railway to earn money for the bondholders if such an unfortunate thing happened as that the road should be built. As I have stated before, the distance from Winnipeg to Churchill is at least 350 miles farther for railway traffic than by Fort William; consequently, all grain shipped from the North-West must pay the railway rate on these extra 350 miles; and I claim, and everyone can make the same calculation for himself, that the railway rate on these extra 350 miles will pay the cost of shipping the grain from Fort William to Liverpool. Now, navigation opens at Fort William generally between the 1st and the 5th of May; this year it opened on the 29th of April. The last cargo left Port Arthur in 1889 on December 3, and in 1890 on December 2. Now, when grain is shipped from Fort William east, there is a chance to sell at the different point for milling purposes, or supposing grain were quoted at 80 cents or 90 cents a bushel at Winnipeg, and rose 10 to 15 cents a bushel at the Sault, at Port Huron, or at Owen Sound, this cargo could be sent to these places or direct to the shipboard, as the case may be, and all grain shipped to Fort William has the preference of the sale at these different points. Of course, any change in price that takes place during the transportation of grain from the North-West during the winter is no advantage to the grower, because every bushel of grain that is raised in the North-West and shipped to Fort Churchill will be locked up nine months, and

whether grain goes up or down the grower suffers, for the wheat buyer carries the risk, and, consequently, gives a lower price. Now, grain is being carried from Chicago to New York at this season at 4½ cents per bushel, and from Port Arthur to Duluth and New York at 4½ cents. Two cargoes were shipped in May from Port Arthur to Kingston at 2½ cents, and other cargoes have been shipped at 2¾. It cost to carry grain from Kingston to Montreal from 2 cents to 2½ cents per bushel, and it is being carried this year for 2 cents. Corn is sometimes carried for ¼ of a cent less than wheat. One cargo has been shipped in May from Chicago to Montreal at 4½ cents. Now the grain is shipped from Montreal to Liverpool at 3 cents per bushel, and often less, being carried as ballast in cattle and other ships carrying light freight on deck. The rate of 4½ cents from Chicago to New York is by the Erie Canal *via* Buffalo. Grain has been shipped from Chicago and Duluth to Buffalo at 1½ cents, and these ships get a return cargo of coal. These ships carry grain from Chicago and Duluth to Buffalo and get return cargoes of coal, and the competition is so great on the lakes and will always be so great, that if this scheme which is proposed be ever carried out and grain be carried by it for the producers of the North-West, it will have to be carried for almost nothing and the bondholders must pay part of the running expenses or hand the road over to the Government. If the Hudson Bay Railway be built, it will have to carry grain at such low rates that the investors in the bonds will never see the interest much less their capital. I can assure the House, and I believe every sensible man will agree with me, that no man who invests his money in these bonds, when they are floated on the English market, will ever see his interest much less his principal, and I believe the Government should not allow a scheme like this to be floated in order to take in the English capitalists. We all know that some money will be made out of it. No doubt the builders of the road will make money; no doubt the contractor will make his pile; but God help the poor foolish bondholders. Now, the ships which carry goods from Montreal, New York and Boston must have return cargoes. Grain has been carried for 1 cent a bushel. Hudson Bay ships must be expressly built, will cost more, carry less, and cannot bring any return cargoes to compare with vessels coming to Montreal and Boston, and as they can only make one voyage to Churchill and back, and possibly two under the most favourable circumstances, therefore if they are to pay, which they never will, it will be at the cost of the producers of the grain. At the present time ships of over two thousand tons are passing through the Welland Canal, and when the Sault Canal is completed and the St. Lawrence Canal is enlarged, as should be done, we will have navigation from Montreal direct, and vessels will make through trips from Fort William to Montreal at lower rates. Why do the Government talk of building the Trent Valley Canal, if they intend to build this railway to Hudson Bay? I submit that the Government should be honest with us, and either stop this grant, or go on and build a railway to Hudson Bay, because we know that the promoters of this scheme, when they go to England, will not ask the moneyed men of England to subscribe their capital for the road to Saskatchewan, but to subscribe their capital to build a rail-

road to Hudson Bay; and they will show, backed up by their flowery arguments, that they are bonussed by the Manitoba Government and the Dominion Government. I ask, is it fair to the moneyed men of England to allow this scheme to go in this shape and ask them to advance money? The Trent Valley Canal is a public work, it has occupied a prominent position in this country, and the promised completion has done a good many great services in the past. We generally hear of it sometime before an election, after which it dies out. Now, as far as I am concerned, I believe the Trent Valley Canal is feasible. It can be built for a very small expenditure, and I believe, if it were built, grain vessels, taking grain from Fort William, can be unloaded at the terminus, which fortunately will be in my riding, and the elevation, as all shippers know, will benefit the grain. Then grain can be carried through the Trent Valley Canal as cheaply as through the Erie, and we know that at present grain is carried more cheaply between Chicago and New York than between any other places of like distances and similar situation. I, consequently, submit it is much better for the Government to invest the money in completing the Trent Valley Canal, enlarging the Welland Canal and St. Lawrence Canals, and allow the provinces which have built the Canadian Pacific Railway and have been taxed a large amount of money therefor, to be recouped by building up the cities along the line of the Trent Valley Canal, and along the River St. Lawrence and our lakes, instead of throwing away all this money in the wild scheme of building a railway to Hudson's Bay, which will only allow of one trip a year to England. For the benefit of Manitoba members, I wish to submit that should the Hudson Bay Railroad ever be built it will be of little use to the farmers of that country. Grain in Manitoba—and if I am wrong I ask the hon. members for Marquette or Selkirk to set me right—is cut from the 15th to the 25th of August, and is not shipped until the 15th or 25th of September. Now, everyone knows that by the time this grain reaches the elevator at Churchill, it will be too late for shipment to England that year, and it will, consequently, have to be locked up in the elevators at Churchill, and the grain buyer must pay interest and storage, all of which must come out of the pockets of the Manitoba farmers. So that, notwithstanding the fact that it may at the present time look like a small boom to have this road started, I can assure the representatives of Manitoba that were this railway in operation to-morrow, it would be of no practical use to the farmers of that province. The storage of grain at Port Arthur costs 4 cents a bushel for five months. I will leave it to the promoters of this scheme to say what it will cost for eight or nine months at Fort Churchill, when interest on the grain and insurance also must be paid, and all that comes out of the farmer. Now supposing that you store grain at Fort Churchill and the price of grain rises during the winter, there is no outlet. We know that the price of grain often fluctuates, that it often goes up in the fall and goes down in the spring; and all the grain which would be shipped to Churchill would be deprived of that rise. How different it is at Fort William. If grain can be sent from Manitoba to Fort William and stored in the elevators there, and a rise takes place, that grain could be shipped by railway. I am informed

that two million bushels of grain were shipped last winter, and I contend that it is much better to apply this money to enlarging the St. Lawrence Canals, and to completing the Trent Valley Canal, instead of going on with this scheme. I would like to hear from the hon. members who represent counties along the Trent Valley Canal if they intend to support a scheme that will indefinitely postpone the work. Do the representatives of the people along the banks of the St. Lawrence intend to support a scheme which, if we are to believe the words of the promoters, would, if it were feasible, draw the produce of the country, not through the River St. Lawrence, but past it? I believe that the people of the eastern provinces will see that it is their duty to vote against this scheme, and I would also like to ask the member for Algoma (Mr. Macdonell) what he intends to do? Does he intend to vote for a scheme which will block up Port Arthur and Fort William by the building of a road to Hudson Bay? I think it is time for the Finance Minister to intervene in this matter before it is too late, and to prevent this scheme being floated on the home market. I submit that it is a wrong to the people of the old country that any scheme should be floated which will eventually injure the credit of this country, and every thinking man who looks into the circumstances of the case and studies them, must know that this scheme will never pay. No Government should allow such a scheme to be floated when they feel and know that it will never pay, and I ask the Finance Minister to save himself from the curse of the children and grandchildren of those who may invest their money in these bonds through the endorsement of the Minister of Finance.

Mr. DALY. I regret very much that the hon. gentleman has seen fit to take up so much of the time of the House this afternoon in discussing this question from his standpoint. I admit that the hon. gentleman has a perfect right to criticize this Hudson Bay scheme or any other scheme which may be before the House, but I cannot understand his calling upon members from Ontario living along the Trent Valley Canal to oppose it, meaning, I suppose, that a certain amount of traffic will be lost to that enterprise by the construction of this Hudson Bay Railway. I am perfectly willing that the Government should give reasonable aid to the Trent Valley Canal, and I would not oppose any aid given to any enterprise in the Province of Ontario, the Province of Nova Scotia or New Brunswick, or any other province, but, so far as the Hudson Bay scheme is concerned, it is the one scheme upon which all parties, all people and classes of Manitoba and the North-West Territories are agreed. I do not think the speech the hon. gentleman has made would go down with his fellow-Liberals in the Province of Manitoba, or that the farmers of that province have the same views in regard to the Hudson Bay Railway as he has enunciated here to-day. The farmers of Manitoba are looking forward anxiously to the building of that railway for the relief they need by giving them a nearer access to the market for their grain. The distance from Winnipeg to Montreal is 1,425 miles, and all grain shipped from Winnipeg to Liverpool by way of Montreal has to travel that distance. The distance from Winnipeg to Fort Nelson is estimated at 650 miles, so that there is a

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saving of 700 miles. Take the freight on a car of grain for 700 miles.

Mr. SPOHN. The hon. gentleman speaks of Fort Nelson. Everyone knows that Fort Nelson is not navigable, and, therefore, the intention is to go to Fort Churchill.

Mr. DALY. I do not admit what the hon. gentleman says in regard to Fort Nelson, but I will speak of that later on. I was saying, when I was interrupted, that there would be a saving of 700 miles of land carriage, and the farmers of Manitoba and everyone who has studied the question believes that when the Hudson Bay Railway is an accomplished fact, then, and then only, will they get the proper price for their grain. As to the storage of grain at Fort Nelson or Fort Churchill, whichever of them may be decided upon, does not the hon. gentleman know that nearly all the wheat sent from the North-West is stored at Port Arthur, and that nearly all the wheat which comes from the western territories of the United States is stored at Duluth, during the winter months? We say that the principal business of this railway will be done in the winter season. The hon. gentleman says that our farmers cut wheat between the 15th and 25th August, and in that he is correct; but the grain is not threshed, as a general rule, until November, or even December and January, because, after the grain is reaped, it is necessary, in September or October, for the farmer to get his fall-ploughing done. Every winter our elevators are full, from Winnipeg to the eastern boundary of the Province of Manitoba. The Canadian Pacific Railway Company are every year increasing their storage capacity, and in Duluth the elevator capacity has had to be increased every year since the grain industry developed in the west. The hon. gentleman ought to recognize the fact that it is not the farmers but the buyers who will ship the grain, that a great deal of grain is purchased for future delivery both in the United States and in Canada, and that a great deal of this grain will be stored at Fort Churchill or Fort Nelson for the future delivery at Liverpool. Now, Sir, the hon. gentleman devoted a great deal of his time to the navigation of the Hudson Straits. I did not expect when this matter came up this afternoon that the discussion would take the direction that it did. I did not suppose, for instance, that any hon. gentleman would inflict upon the House quotations of reports that were made some years ago. It is well known to members of this House that that report was published and circulated throughout the length and breadth of Canada, and that it is in the hands of any person in Great Britain who desires to look into this scheme, of any financier to whom the promoters would be likely to apply, and desired to inform himself concerning the navigability of the Straits. The hon. gentleman said: "God help the bondholders." Well, I can assure him that, so far as the Hudson Bay Railway is concerned, every matter and every detail will have to be laid before the financiers to whom the promoters may apply. They will not have to depend upon *ex parte* statements of the promoters, but they will have laid before them the very report the hon. gentleman has read, and which is printed and distributed with the imprint of the Government of Canada upon it. Now, Sir, in order to answer the remarks of the hon. gentleman, I will also quote from many

authorities to show the navigability of those Straits:—

"Dr. Bell, of the Canadian Geological Survey, who has made five voyages through the strait: Navigable from middle of June to middle of November.

"Captain Jacob Tabor, a New Bedford whaler: From first of July to first of November.

"Captain St. Clair, New Bedford whaler: From first of July to middle of November.

"Captain Clisby, of New London, Conn., who has had 14 years' experience in those waters: Four months and often five.

"Captain William Kennedy, who commanded an expedition in search of the remains of Sir John Franklin, and who has had eight years' experience of the Strait: From June to November.

"Mr. W. A. Archibald, for many years in the service of the Hudson Bay Company at Moose Factory: From June to December.

"Captain William Hackland, in the Hudson Bay Company's service for 39 years: Strait never freezes; no reason why steamships should not navigate it any time.

"The Canadian Government sent three expeditions to the Strait and Bay—1854-85-86—under command of Lieutenant Gordon, in all of whose reports the period of the navigation of the Strait is placed at four months.

"Captain J. J. Barry, the first officer in each of the expeditions, an experienced Newfoundland sealer, thinks ocean steamers can enter as early as June, and can certainly come out as late as December.

"Mr. W. A. Ashe, Superintendent of the Quebec Observatory, the officer of the expedition in charge of the station on the north coast of the Strait, from August, 1884, to September, 1885, says the Strait is navigable for from four and a-half to six and a-half months, varying accordingly to the class of the ship.

"Mr. William Skynner, an officer who accompanied the three expeditions, thinks the Straits can be navigated from June to December.

"Commodore Markham, R.N., an experienced Arctic navigator, accompanied the expedition of 1886. He reports: 'I believe the Strait will be found navigable for at least four months of every year, and probably often for five or more. There will, I have no doubt, be many years when navigation can be carried out safely and surely from the first of June until the end of November.'

"Captain John Macpherson, of Stepney, London, as first officer and captain in the service of the Hudson Bay Company, made voyages from London and Stromness to Hudson Bay and return annually for twenty years. He writes: 'There is no reason why steamships should not make the passage (of the Strait) as early as the first of June, and come out as late as the middle of November.'

"The Bay is open all the year round. It is described by Lieutenant Gordon as 'a vast basin of comparatively warm water,' and by Dr. Bell as 'very tranquil and wholly free from storms.' In his evidence before the Committee of the House of Commons, the latter stated that he found the mean summer temperature of the water of the Bay 53° Fah., while that of Lake Superior was 39°5' during the same season."

Now, in order to set the hon. gentleman at rest upon this question, I may state to him that an agreement has been entered into between the Hudson Bay Company and William Milburn & Co., and every gentleman coming from the lower provinces, and having to do with shipping interests, will recognize that company as one of the largest steamship companies in the world. William Milburn & Co. are prepared to put their ships on that route as soon as the financial arrangements are made. In addition to that, Billbrough & Co., who are the Lloyds' Agents, have made an agreement to the effect that they will insure cargoes, so that so far as these gentlemen in England are concerned who have made themselves conversant with the facts by means of the reports the hon. gentleman has referred to, and by investigation on their own account, they are satisfied not only to enter into contracts for the supplying of the ships that are needed to sail from foreign ports to Port Churchill, but the insurance underwriters are prepared to effect an insurance upon those cargoes.

An hon. MEMBER. At what rate?

Mr. DALY. I cannot tell the hon. gentleman at what rate, but I can tell him they are prepared to do it according to the St. Lawrence rates; that is exactly what the agreement states, and I think that ought to set the question at rest. These gentlemen who have made this agreement have, no doubt, investigated thoroughly the question of the navigation of these Straits. This resolution before the House does not, in my opinion, commit this country to building the whole of the Hudson Bay Railway. It is simply a colonization railway for 250 miles from the main line of the Canadian Pacific Railway into the northern territory. That territory is being well settled and well opened up, and it is necessary that those people going in there should have railway communication. It is on the route of the line from Winnipeg to Hudson Bay, and since people in the Edmonton district and the people in Prince Albert district are able to get railway communication on the main line of the Canadian Pacific Railway, these people who are living in the northern district, in the north-western portion of the Province of Manitoba, desire also to have railway communication. Those people are just as much entitled to recognition at the hands of this House as were those of Calgary and Edmonton, who have a railway from Regina to Long Lake. The motion of the hon. the Minister is merely to the effect that the same aid should be given to that portion of the Hudson Bay Railway that was given to the Calgary and Edmonton Railway, and to the Prince Albert Railway. I take it that the question of the feasibility of the whole line, and the navigability of the Straits, had nothing whatever to do with the question now before the House. I would say to the hon. gentleman that this particular portion of the country through which this 250 miles will run, is one of the most fertile districts of the Province of Manitoba. We have reports in connection with this scheme from several gentlemen who went through there, from which I will read the following:—

"The country between these points, a distance of 242 miles, is very flat and almost free from rock, except in the immediate neighbourhood of certain parts of Lake Winnipeg shore.

"The first 30 miles of it is prairie land similar to that in the rest of Manitoba. After passing through this there is a well-wooded country with many open plains extending as far as Fairford on the Partridge Crop River. All of this country offers great inducements to the settler, and is already occupied by farmers and fishermen along a large portion of the lakes and Swan Creek, which flows into Lake Manitoba north of Oak Point Mission.

"It is well watered with many lakes, round which there are splendid hay lands and clearings for cattle grazing: especially is this the case at the Rat Lakes, about 75 miles from Winnipeg.

"After leaving these, the line passes close to Dog Lake, an offshoot of Lake Manitoba. This lake is 14 miles long and drains the best piece of farming land on Lake Manitoba. From this point to Fairford Mission (which is about 132 miles from Winnipeg) there is a little muskeg, otherwise the same good country prevails.

"There will be little or no difficulty in constructing the line so far, as the country is so level that beyond raising the track and draining, no further construction would be required. There are no rivers to bridge. Fairford itself has already a good settlement, and only awaits a means of outlet to rapidly establish itself as an important agricultural and lumbering centre. It is one of the oldest missions in the country. There is a great quantity of exceedingly fine spruce and poplar all through this country, the spruce attaining to an enormous size, often growing from three and four feet across the stump."

Now, we have reports of engineers who have gone over this line at different times, in different years, and every one of these men report that the line can

be very easily constructed, and that it will cost, including bridges, \$15,000 per mile, which, hon. gentlemen will admit, who have any knowledge of building of lines of railway in the prairie country, is a very moderate sum, considering that quite an expensive bridge will have to be built at the Narrows of Lake Manitoba. Sir, I have dealt as concisely and as succinctly as possible with the remarks of the hon. gentleman opposite. Let me say that this Hudson Bay scheme is one in which every portion of the country is deeply interested, and every person in the great Province of Manitoba and in the North-West Territories have a personal interest in it; indeed, their interests are bound up with it. I may say that so strongly do our people feel upon this matter that when the Greenway Government came into power they saw fit to repeal an Act that had been upon the Statute-book granting aid to the Hudson Bay Railway by guaranteeing bonds to the extent of four and a-half millions. That raised such a discussion throughout the length and breadth of the country, that it was made a plank in the platform during the late elections, particularly in my election and in the election of the hon. member for Winnipeg (Mr. Macdonald). My opponent, Mr. Martin, and Mr. Campbell, the opponent of the hon. member for Winnipeg, had taken a certain stand in connection with the Hudson Bay Railway, and I have no doubt that the large majorities received by my hon. friend from Winnipeg and by myself can be attributed, in a large measure, to the position that the Greenway Government took upon this scheme. Immediately after the general election in March last the Manitoba Legislature met, and so strong had the feeling grown, and so strong were the supporters of the Government who had come from bye-elections and other elections, that they prevailed on the Government entering into an agreement, from which I will quote in a few moments, with the Hudson Bay Company. This agreement provides for a grant to the company of \$1,500,000 on the completion of the line; and it further provides that the railway to be completed by the company shall be an all-rail road from Winnipeg to some port on Hudson Bay, and the first 100 miles the company shall complete by 31st December, 1892, and the whole road should be completed and operated within five years from 1st May, 1891. The standard for the construction of the road is to be the same as fixed by the Parliament of Canada for the construction of the Canadian Pacific Railway.

Mr. DAVIES (P. E. I.) Is that the Manitoba Act ?

Mr. DALY. Yes. Hon. gentlemen will observe that this agreement is surrounded with safeguards; that so far as the Legislature of Manitoba is concerned, it commits itself to giving aid to the railway, but only on condition of its completion to Hudson Bay, and not until then will the amount of \$1,500,000 be paid over. Coming back to the question of the aid asked in the resolution, \$80,000 per annum, I do not know whether hon. gentlemen understand the question thoroughly or not, but in the agreement, which the Minister of the Interior read, it is provided that the company shall be paid \$80,000 per annum, and in consideration of this subsidy shall carry Government mails and freight, and so on, and if at the end of twenty years the company shall not have earned by the carriage of freight and mails that sum of \$80,000 per annum,

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the Government is to take one-third of the land grant in repayment of the deficiency, whatever it may be. So far as the speech of the hon. member for Simcoe (Mr. Spohn) is concerned, the hon. gentleman must remember that the House is committed to the Hudson Bay Railway as a through scheme, that the Parliament of Canada gave to the scheme a land grant of 6,400 acres per mile within the limits of Manitoba and 12,800 acres per mile outside, and so, no matter what arguments may be advanced, Parliament is committed to the whole scheme. All we ask is that, in that portion of Manitoba I have described aid shall be given in the same manner as it is granted to the Edmonton, Calgary and Prince Albert Railway, in order that the people living in the Dauphin district may have an outlet. If it should prove that the building of 300 miles of railway will enable them to carry out the scheme, so much the better for the people of Manitoba. I desire the Committee to understand that we do not approach this matter in Manitoba from a political standpoint; both parties have committed themselves to it by the legislation which was passed last year, and by the legislation passed when Mr. Norquay was in power, and that passed at the instance of Mr. Martin and Mr. Greenway, showing that the whole people, irrespective of politics, are bound up in the success of this scheme, and that the matter under discussion affects almost the entire portion of Manitoba.

Mr. ARMSTRONG. I am not in any way interested in the Trent Valley Canal, and I do not intend to let that great work influence the vote I shall give on this resolution, nor do I intend that any other public work shall interfere with the decision I have arrived at with regard to my duty towards this resolution. This matter must stand on its own merits and be decided on its own merits alone. I may say at the outset that I have always been very sorry in regard to giving my vote to commit the country to any of these desperate schemes. With me it has been a vital question whether the projects are likely to prove remunerative to those who put their money into them for the purpose of carrying them into execution. That is the first question, because in a great measure the credit of the country, and not only its credit, but its good name and also its honour is connected with the manner in which these enterprises are carried out and prove remunerative. I need not tell the Committee that this House has sometimes given its sanction to rather questionable schemes, to schemes that have brought moneyed men great loss and have also brought disrepute on our common country, and have prevented legitimate enterprises securing on the most favourable terms the money needed to carry them out. With respect to the Hudson Bay project, the hon. member for Selkirk (Mr. Daly) said that both Manitoba and the Dominion are committed to the scheme, that both of them have made grants. But, strange to say, the Manitoba Legislature, composed of gentlemen who ought to know every circumstance connected with the scheme, and who ought to know from the reports of the exploration of the country, the territory through which the line will pass, and also the prospect of the road ever becoming a paying one, did not put one single dollar into the enterprise. The hon. member for Selkirk (Mr. Daly) has told us that the Legislature

voted \$1,500,000. How was it voted? Only to be paid when the road is constructed, and not one cent before. The resolution before the Committee proposes that \$80,000 a year for twenty years shall be paid for certain services to be performed when the road is constructed. I submit that if the enterprise is not a proper one, and is not likely to pay, this grant will deceive people in the money markets of the world. It will go far to enable those floating the scheme to put the bonds on the market, and the unfortunate men who put money into the enterprise will suffer serious loss. The question for the Committee and the House to determine is, whether it is a feasible scheme, and one likely to succeed as a commercial undertaking and pay a fair return to bondholders. Let hon. gentlemen bear in mind that this is a part of the great Hudson Bay Railway scheme. The hon. member for Simcoe (Mr. Spohn) has quoted from the report of the expedition sent by the authority of Parliament to report on the feasibility of the scheme. We have also other reports, which declare, in a most unmistakable manner, that as a commercial route for the carriage of produce between Manitoba and Great Britain, this route is utterly impracticable. And yet, Sir, we are asked again, by the resolution now before us, to give the sanction of this House to a scheme to lead the moneyed men of the old country into a trap to invest their money in a wild-cat scheme. This railroad is one of two things: it is either part of the Hudson Bay Railway, pure and simple, intended for the purpose of through traffic, or else it is a colonization road. If it is simply a part of the Hudson Bay Railway, I think I have said enough, and the hon. member for Simcoe (Mr. Spohn) has said enough, to show that the road is impracticable, and that it would be worse than money thrown away to invest anything in it. Worse still, the honour of the country would be involved by encouraging the financiers of the old country to invest their funds in a wild-cat scheme. I know that in the map laid on the Table of this House we have what is called an alternative route. I submit to this Committee, and I want it to be particularly noticed, that according to all the information we have, the line of the Hudson Bay Railway, as originally surveyed and as shown on that map, is not a colonization road; that it runs through a country which has no necessity for a railway and which is not fit for farming, and that there will be no traffic upon it unless it is traffic through to the Hudson Bay. Therefore, as originally surveyed, the railway is not in any sense of the word a colonization road, nor is it in any way calculated to settle up the waste lands of Manitoba and the North-West. It is of no practical use whatever except as a through line to the Hudson Bay. As I have said, they show an alternative line on the map. The original line runs between Lake Manitoba and Lake Winnipeg, but the alternative line crosses over the narrows in the middle of Lake Winnipeg and runs on the east side of Lake Dauphin. It is patent to every one in this chamber that the great object of the nations of the world who are making any efforts in this direction is to shorten the lines of communication. The route from Winnipeg to Hudson Bay is a very circuitous route, and if the railway runs to Port Nelson it very much resembles a half moon, and the more circuitous the line the less chance there is of paying, and that the alternative line greatly in-

creases the length of the road by still further deflecting from a straight line. I have only to point to the Intercolonial Railway, as an example, to show that the long circuitous route by which it was built has precluded for all time the possibility of it becoming a paying investment, and has made it a burden of half a million dollars per year or more on the people of this country for all future generations. Let me draw the attention of the House to the fact that the survey as originally made is very circuitous, if you run to Port Nelson, which my hon. friend from Selkirk (Mr. Daly) points out as the objective point on the Hudson Bay, which is the nearest port they can get to. When those explorers were sent out they reported that there was 27 miles of a shifting sand roadway which is constantly fluctuating from the mouth of the river until you get to the clear water out of Port Nelson, and that the only practical harbour on the Hudson Bay is one at the mouth of the Churchill River, which greatly increases the length of the road. Another word about this route as a colonization road. I submit that it is not in the proper place for a colonization road at all; there was such a railway charter asked for here last session and it was refused because it was going to interfere with the Hudson Bay Railway line. The hon. member for Marquette (Mr. Watson) last year asked a charter for a line starting from Portage la Prairie and running by Lake Dauphin; and I may tell the Committee, from reliable information which I have, that there is a splendid farming country in Lake Dauphin district. This road when it crosses the Narrows gets into good land and runs east of Lake Dauphin, but I submit that it is about 100 miles too long. Somebody may say that it was none of our business how long it was, but I contend that it is our business, because we have given 6,400 acres of land per mile, and every mile extra is just so much out of the property of the country. If you are going to build a colonization road, the proper place is where the member for Marquette (Mr. Watson) asked a charter to build it last year; or better still, and I tell the House there is a still better route, if you run a line from Gladstone, Nuppawa or Minnedosa right up into the very country which is going to be served by this long railway, you will save 6,400 acres of land per mile for every mile you cut off, and instead of a road 200 or 300 miles long one within 100 miles long will serve the whole purpose. The attention of the House has been called to the fact that the period of navigation is so short in the Hudson Bay that it utterly precludes it from being a safe route for carrying grain to Great Britain, and that fact being established beyond the possibility of dispute, as shown by my hon. friend from Simcoe (Mr. Spohn), you can never by that route take the year's crop out in the year it is raised. This, as the hon. gentleman showed so forcibly, is a very important consideration in this matter, for if you can bring the crop down by the present route or take it by any other way to the market, you have a chance to sell at any time of the year, but if you take the crop by the Hudson Bay route you cannot get it to the British market before August or September of the next year. All these things considered, I appeal to the Committee to pause before launching themselves upon a scheme of this kind. I believe it will pay those who constructed and pro-

jected it, but as the hon. member for Simcoe (Mr. Spohn) says, where will the poor bondholders be. I submit that this House should be very careful before they do anything which would lead the moneyed men of the old country into investing in any such wild-cat scheme as this, a scheme which will never pay anybody except the projectors and those who build the road. After careful consideration of the question, these are my views upon it, and I feel it my duty as a member of this House, and as a citizen of this our common country, having the welfare of Canada at heart, to oppose this scheme to the bitter end at every stage which it reaches in this House.

Mr. WATSON. Mr. Chairman, I am not going to discuss as to whether the bondholders or the people who purchase the bonds of the Hudson Bay Railway will derive interest or not from their investment. I take it for granted that men who have money to invest will make it their own business to know whether it is properly invested or not. I have been a little surprised and amazed by some of the arguments used against this scheme by hon. gentlemen who have spoken this afternoon. We are told by the first gentleman who opposed this scheme that the railway is no good, that it is impracticable, and that the Hudson Bay Straits cannot be navigated, and then at the close of his remarks he attempts to point out to this House that if this aid is granted that road will be built and that it will consequently destroy the trade that would otherwise come through the Trent Valley Canal.

Mr. SPOHN. I did not say that the Straits could not be navigated, but I said that, as a commercial enterprise, the railway would be a failure. Of course, we know they could make one trip a year there; that is considered navigating it, I suppose.

Mr. WATSON. Well, if I were under the impression that ships could only make one trip a year, I do not think I would rise on the floor of this House and advocate the scheme, nor do I think the promoters of the Trent Valley Canal would lose much trade. But I have greater hopes of the navigation of Hudson Straits than the hon. member for Simcoe. If I did not believe that our grain would be carried out in the same year that it is grown, I would not support the scheme. But I am under the impression that at least a portion of our grain can be taken out the same year that it is grown. The scheme would be practically wiped out, so far as outside capitalists are concerned, if it were understood that that could not be done. If the grain had to be stored up at Churchill or Nelson for eight or nine months, that would be fatal to the scheme. At the present time, instead of the farmers of Manitoba not threshing their grain until November or December, the greater portion of it is shipped and goes eastward by the lakes in the same season that it is grown. Now, while I am glad that there are some schemes on which the hon. member for Selkirk and I can agree, I regret that he could not sit down to-day without having a fling at the Greenway Government, by stating that they were forced to do certain things. I may say that the Greenway Government have always supported the Hudson Bay Railway, and the change made by them in the form of the assistance they were granting to the scheme from a guarantee to a direct grant of a million and a-half,

Mr. ARMSTRONG.

was made to suit the promoters of the scheme, and that change, I believe, had the almost unanimous approval of the people of Manitoba. The Local Government felt that they could not speculate too much in a work that was calculated to benefit not only Manitoba, but the Territories westward even to a greater extent than Manitoba, and they made the change because circumstances had changed. The railway monopoly was done away with, there was another railway in the country, and the same importance was not attached to the Hudson Bay Railway as at the time the guarantee was given. However, last session, the Manitoba Government considered it so important that they agreed to give it a bonus of \$1,500,000 if the road were completed within five years. This should convince the members of this House that the people of Manitoba feel an interest in the construction of this work. As the hon. gentleman who last spoke has stated, it is not a colonization railway. Although it might be run through a country where it would be more profitable for colonization purposes, there are some 37 miles of it built now in the direction indicated on the map; and it is proposed to continue it by the Narrows of Lake Manitoba and westward of Lake Winnipegosis, and Cedar Lake to the Saskatchewan River. By this route it will tap the Lake Dauphin district, which is already fairly well settled; and it will give communication with steamers on the Saskatchewan River a month earlier than it would if it ran to the eastward of Cedar Lake and on to Grand Rapids. Another reason for carrying the road to the west of Lake Manitoba is that by that route it will be more valuable to points west of the city of Winnipeg. While Winnipeg is an important city, there are many other points of importance in Manitoba and the North-West, and it is also of advantage to these points that the road should be constructed westward of Cedar Lake. This route passes through a tract of country which is probably fit for grain-growing, but it is certainly good for grazing, and it would open up a large territory which at present remains undeveloped. From the Narrows of Lake Manitoba there is good navigation to the north end of Waterhen Lake. There are also valuable fisheries and timber areas in the same district, which this road would be the means of developing. Now, we have heard read here to-day some reports made by Commander Gordon, who was instructed to make the survey he did for the purpose, I believe, simply of pleasing the people of Manitoba and the North-West; but the Government did not go into the matter as if they wished to obtain the most favourable report regarding the project. I believe they desired to have such a report made as would discredit the scheme rather than one favourable to it. They sent out to Hudson Bay an exploring vessel which was nothing more nor less than a sailing vessel, the *Alert*.

Mr. SPOHN. I beg the hon. gentleman's pardon. The *Alert* is a steamer.

Mr. WATSON. The *Alert* is a sailing vessel with a 50-horse power engine in it. It was stated by the hon. Minister of Finance, who I do not think knew what he was talking about, that it could be worked up to 150-horse power, but if that were done it would burst the boiler. I would ask any gentleman familiar with the matter if he thinks that a vessel with a horse power equal to what is

used on the small tugs which ply up and down the Ottawa River here, would be sufficient to carry a vessel through any ice such as the *Alert* was likely to encounter. I think the Government in sending that vessel to test the navigation of Hudson Straits were trifling with the subject. It had to go with wind and tide. Only 175 tons of coal could be carried on the vessel, and how long would that last? I know nothing personally of the navigation of those Straits, but I feel satisfied from the reports made by a special committee of this House which sat in 1883, and of which Mr. Joseph Royal, now Lieutenant Governor of the North-West, was chairman, and the evidence given before that committee, that there is from two and a-half to four months' navigation there every year. That evidence was given by gentlemen who had examined the Straits, believing that it was only fit for fishing and hunting. The Hudson Bay officers and the New Bedford whalers want to preserve their fishing and hunting grounds; and, consequently, when enquiry is made as to the navigation of the Straits, they give the people to understand that the navigation, so far as regards a commercial route, is not feasible.

Mr. MILLS (Bothwell). Does the hon. gentleman think the road, if continued between Lake Manitoba and Winnipeg, would have any traffic at all at present?

Mr. WATSON. Up to Grand Rapids?

Mr. MILLS (Bothwell). Yes.

Mr. WATSON. I certainly do not think it would have as much as if it would cross at the Narrows of Lake Manitoba, and went through the Lake Dauphin country which is now settled.

Mr. MILLS (Bothwell). What is the population?

Mr. WATSON. There are some six or seven townships in that district settled, and all the even sections are already homesteaded, while the odd sections, although reserved for railway purposes, are all squatted upon, so that there is hardly a valuable section of land remaining to be taken up in that district. The people there are greatly in need of railway communication, and, as was stated by the hon. member for Middlesex, when I introduced a Bill last year, which I am sorry was not passed, it would have formed a portion of the Hudson Bay Railroad when that road would be built. I stated then that I believed the Government had trifled with the House; and when we have before us the report of the Deputy Minister of Marine, certainly, as was stated by the hon. member for Simcoe, the Government apparently wished for some excuse for not giving assistance to the Hudson Bay road. Now, so far as the cost of the carriage of grain is concerned, it appears to me that there cannot be two opinions as to the benefit which would be derived in the shipment of grain to Liverpool. I am not going to give a set of figures as regards the cost or comparative cost. It is sufficient for me to know that competition would necessarily lower the rate, and if the Hudson Bay Railway had any idea of carrying grain freight, they would have to charge a lower rate than the Canadian Pacific Railway. As I strongly believe in competition, I believe that this road, if it will not do all that the people of Manitoba and the North-West expect, it will certainly reduce the rates. Now, I do not think I will occupy any further time in this

discussion. I feel that this road is entitled to the grant as much, if not more, than either the Calgary and Edmonton, or the Regina and Long Lake road, for these roads are only colonization roads; and with regard to them we do not expect anything better than a colonization road; but this line of railway will, we expect, in addition to being a colonization road, run through to the Hudson Bay, and give us more benefits than a simple colonization road. For that reason I am in favour of the resolutions now before the House, and I trust this House will see fit to pass them, and pass a Bill founded on them giving this road the \$80,000 a year for twenty years. If I had my way, I would divert this road into a better country. I have some reason to hope the promoters may see fit to adopt a better road, that is a road running along the south end of Lake Manitoba altogether. There connection could be made by their line with Portage la Prairie, and then the route which is to be traversed by the line I proposed last year, could be run on to the west, and open up a good tract of country for its full length inside of Manitoba.

Mr. MILLS (Bothwell). Is there not a large settled district west of Lake Manitoba, and would not this proposed line cut off that settlement from all railway accommodation between Lake Manitoba and Riding Mountain?

Mr. WATSON. In that newly-settled country there is certainly a large settlement, and this road, as laid down, would require a branch running from the south end of Lake Dauphin to the west. I had hoped that the charter, granted two or three years ago, and which was extended last year, of the Lake Manitoba Railway and Canal Company would have been carried out, and I have hopes that road will still be built. If it is, it will accommodate the settlement in that section better than the Hudson Bay road. But they have got the land; and if not wiped out by other enterprises, I hope the promoters of the scheme may be placed in a position to go on and construct that road.

Mr. ROSS (Lisgar). This road runs through my county, starting from Winnipeg and running north-west. North of the present terminus, there are a number of settlers in my county, forty miles away from any railway, and there are settlers going in even back of that, so that in a year or two there will be settlers sixty miles from the railway. It is the intention of the promoters to cross at the Narrows and use the western route, and not between Lake Manitoba and Winnipeg, because there are some settlers west of Lake Winnipegosis. With regard to the country around Lake Dauphin, a large number of settlers will go in north of that this year, and a large number went in during the past year. Besides that there are large timber areas in that region, and along the streams that rise in Duck Mountains and run towards Lake Winnipegosis, where mills would be erected to accommodate the settlers, and timber would be sent down by rail to Winnipeg to supply the people in Winnipeg and settlers on the prairie. For this reason the road is very important as a colonization road at present, and a large amount of traffic would be given to it in the near future. The charge was made by the hon. member for North Middlesex that this is a wild-cat scheme. The hon. gentleman had no right to apply that term to this, any more than to any other system of railway. Two companies came before this House,

one last year, and one the year before. One was for the road from Regina and Long Lake to Prince Albert. That company was a colonization company, and received the assistance of the Government. It was not a wild-cat scheme, as the road is now built and operated to the great advantage of the people on the Saskatchewan. The other was for the purpose of building the road between Calgary and Edmonton, which is now under construction. It was asked why the Local Government dealt differently with this company from the manner this Government has dealt with it. The positions of the two Governments are different. This Government looked at the fact that colonization roads must be assisted, and they aided the Central Railway from Regina to Prince Albert—the road running northerly from the Canadian Pacific Railway to the great Saskatchewan. Then they aided the road near the Rocky Mountains, because there was a large settlement around Edmonton which wanted outlet, and the Government looked at it from a purely colonization standpoint. Now, they say, we will build a third one. Thus, we will have three colonization roads—the middle, the western and the eastern—all going to the Saskatchewan from the south. Now, the Local Government looked at the question from a totally different standpoint. They will not and cannot assist colonization roads, but they want to assist any road that will bring about competition with the present system in Manitoba. First, they went to work and aided the Northern Pacific because they believed it would compete with the Canadian Pacific Railway. Now, they say we will give assistance to another competing line, the Hudson Bay road purely, because they believe it is going to be a competing line with the Canadian Pacific Railway when completed. That is why they are assisting it in this way, but they would not give any aid to it as a colonization road. I can say nothing further than that I join with other hon. members from my province, that we are a unit and feel that it is of great importance to the people of that province that this road should be built.

Committee rose, and, it being six o'clock, the Speaker left the Chair.

### After Recess.

House again resolved itself into Committee on the resolution.

Mr. McMULLEN. I quite agree that we were committed, from the time of Confederation, to the construction of a trans-continental line of railway, composed of the Intercolonial, coupled with the Canadian Pacific Railway, and reaching to the Pacific coast; but I deny that, on the part of the confederacy, there was ever any understanding that the North-West should be given, as it has been given and is now being given, aid towards the construction of side lines and others throughout the North-West, in the way of colonization companies' lines. It was distinctly understood, when we expended the money we did for the construction of the Canadian Pacific Railway, that the lands in the North-West should be used to recoup the Dominion treasury for the amount expended on the construction of that line. We know the statements which were made by hon. gentlemen opposite, from time to time, with regard to what this Dominion might count upon in the way of receipts from the sales of lands in the North-West. We have never realized any portion of that recouping, as far as the Dominion treasury is concerned. We have not received from the North-West the first tithe of the amount we have expended on the Canadian Pacific Railway. We have spent enormous amounts on the development of the North-West, largely at the expense of the older provinces of the Dominion, and I contend that the accommodation now given by the Canadian Pacific Railway and the canals, for the shipment of goods from Port Arthur to Quebec, by the expenditure we have made on the enlargement of those canals, should suffice for the North-West until we have a larger population in that territory and in Manitoba than we have now. I am not going to discuss the feasibility or the necessity, from a Dominion standpoint, of the construction of the Hudson Bay Railway. I am not going to discuss the question as to how many months or how many weeks in a year Hudson Bay is available to navigation. That has been dealt with by the hon. member for Simcoe (Mr. Spohn), who has read extracts which I think will convince any reasonable man that, if these seas are open for three months in the year, that is about the full extent of time during which they can be safely navigable. With the very limited population we have in the North-West, with the very limited development in comparison with the development which was expected to take place in that country, when the scheme for the construction of the Canadian Pacific Railway was first proposed, viewing the whole ground, taking a retrospective glance at our experience in regard to it, I say that it is taking a step altogether in advance of the requirements of this country to ask us now to consent to the expenditure of \$80,000 a year for twenty years for the construction of a road to Hudson Bay. I do not think it is at all necessary. From the extent of the territory which has been opened up by the Canadian Pacific Railway and the lines which have been opened up in consequence of the money and land grants which have been given, I think we have enough territory opened up which is not yet occupied, and that we have no necessity to open up any further territory at present. The older sections of this country have been crippled financially by the enormous expenditure which has been made on that section of the country. When we consider that, in the older provinces, we have counties and provinces which, through sheer necessity, subjected themselves to an annual drain in the way of taxation for twenty years to secure the railway accommodation they absolutely required, and that they are yet struggling with the financial embarrassments produced in that way, and that they have never received one dollar by way of relief from the Dominion treasury, but have been compelled out of their own pockets to contribute towards the construction of these lines, I ask if it is just or reasonable to ask them to quietly consent to a guarantee of this kind being given to a line which is to run through an unsettled wilderness, and of which the financial results are very questionable, to say the least. I cannot sit still and consent to the passage of this resolution. Early in this session, there came from

Mr. Ross (Lisgar.)

the west of Ontario a large deputation to wait on the late First Minister and the Minister of Finance, and to press upon them that, under the changed condition of things in this country, after the Dominion Parliament had decided to subsidize short lines in the different provinces and had taken under its control almost the whole railway system of this Dominion, and was yearly granting aid to other lines, as a matter of justice and right they should be recouped to a certain extent for the money they had expended on their local lines. The reply they received was that the Government would seriously consider the question, while they held out no expectation to that deputation that these municipalities would receive any relief, because the First Minister stated that the drain upon the Dominion treasury now was so great that they could not hold out any hope that any relief would be granted. If that is the case, and these municipalities and counties are to be treated in that way, how can these men be expected to consent to granting \$80,000 a year for a road of this kind, which means \$2,000,000 added to the debt of this country, capitalizing it at 4 per cent. The claims of these municipalities would be settled by \$2,500,000 or \$3,000,000. I intend, and I wish hon. gentlemen to understand this fact, if this Bill is pressed upon the House, to present a resolution that no guarantee of any kind whatever towards the construction of this line shall be given until those municipalities to which nothing has been given in the way of a refund of the amounts they have expended on their lines have had their claims settled. I wish every hon. member from the west of Ontario to understand that he will have to face an amendment of this kind on this Bill, because I consider that these municipalities should be settled with before the Dominion Parliament is asked to give any guarantee in aid of this wild-cat scheme, for I can call it nothing else. The speech of the hon. member for Selkirk (Mr. Daly) would have satisfied me, if nothing else did, that it is unwise and imprudent to give this guarantee. He said that the products of Manitoba and the North-West could not be sent out by the Hudson Bay Railway in the same year in which they were raised.

Mr. DALY. It is nothing of the kind.

Mr. McMULLEN. He stated that the farmers of Manitoba and the North-West required to devote their attention to ploughing their ground for the next year's crops from the moment their harvest came off until the last moment they could plough, and that their threshing was not done till some time in November, and that, as a result, this line could not possibly be used till the following spring. Now, when we consider the fact that the wheat, according to the hon. gentleman's argument, has got to be not less than nine months in transit before it reaches the market of Liverpool, I say the proposition is absurd, unless they are going to have in Europe the experience that Joseph had in Egypt, when they will have to lay up grain for seven years. It is a fallacy to think of using this road to transport the surplus produce of the North-West to the markets of Liverpool. It is nonsense, when you come to consider the rapid transit of the produce of all sections of the world by steamships and railways; and the idea of hoarding up at one point on the Hudson Bay a large portion of the output of the North-West and leaving it in storage for six or

seven months before you can ship it to the markets of the world is absurd and a fallacy. I base my arguments on the statements of the hon. member for Selkirk (Mr. Daly,) and if his statements are true, as I have no doubt they are, in my humble opinion, to use a common phrase, they knock the bottom out of the whole scheme. I wish, by these remarks, to indicate the position I am going to take upon this important question. When we come to consider the indebtedness of this Dominion, when we realize that we have an acknowledged indebtedness of 237 millions, as stated by the Finance Minister the other night, and when we consider that we are subject to an annual interest charge within a few dollars of ten millions, as shown by the Auditor General's account, although the Finance Minister says it is less, I say that it is going a step altogether beyond the abilities of the people of this country to consent to a grant of \$80,000 a year for twenty years to construct this line. Let us wait patiently till our North-West is filled up. Let us utilize the lines we have already produced at a very large cost to this Dominion, let us utilize the magnificent line of the Canadian Pacific Railway, and the water-stretches that we have in this Dominion and that are an undoubted advantage to us; and when Manitoba and the North-West get a population of four or five millions, then, if we find the carrying capacity of those lines are insufficient to meet the requirements it will be quite time enough to consider the propriety of staking the resources of the Dominion to produce other lines. Let us lie quietly by, doing everything we can to increase our population and to fill up the lands in the North-West that are still lying unoccupied. It would be very much better to take a small proportion of that money and devote it to an active and energetic immigration policy, that would bring into the older provinces men from the old country who would take up lands that are now for sale at a reasonable price, and allow those who are struggling under financial embarrassments to go and take up new land in the North-West. Let us fill up our country with a population first, let us put ourselves in the position to produce a great deal more than we are producing at the present moment, and when the necessity arises, if further export accommodation should be necessary then we can furnish it; but in my opinion it is unwise and imprudent to ask our consent in the meantime for such a large outlay when it is not necessary. Let me say that if any one argument would be necessary to convince me that this outlay is unnecessary it is the fact that the produce of the country that goes by the Hudson Bay route has got to lie in transit for from eight to nine months before it reaches the market of Liverpool, for that is the statement of the hon. member for Selkirk. If any one thing beyond another was necessary completely to squelch out any prospects of the undertaking commending itself to this country, it is that statement of the hon. gentleman regarding the time that it will take to carry produce over that route. For these reasons I shall oppose the scheme, and if the resolution is carried, when the Bill is introduced, I shall from time to time present resolutions declaring that until such time as the municipalities of western Ontario, which have built their own roads and never received a single dollar, have been recouped for their outlay, not a dollar shall go towards the construction of this road.

Mr. ROSS (Lisgar). I wish to correct one statement made by the hon. member for North Wellington (Mr. McMullen). He says the hon. member for Selkirk (Mr. Daly) made the remark that this road could not ship out grain during the season in which it was grown, and therefore he opposed it. Now, that was not the expression of the member for Selkirk. What the member for Selkirk said was, as I understood him, that even by our present route *via* Lake Superior the bulk of our grain could not be shipped out in the year in which it was grown, and that *via* the Hudson Bay route, if we could not do any better, we could at least do that much. The hon. member for Selkirk and myself both think that we can ship out more grain in the season in which wheat is grown by the Hudson Bay route than we can at present *via* Lake Superior and Lake Huron.

Mr. DALY. I suppose a word of explanation from me is necessary. I do not suppose this matter would have obtained any prominence were it not for the remarks of the hon. and clever gentleman from Marquette (Mr. Watson), and if he had not the mind of a child he would have understood exactly what I said. I read from a pamphlet, quotation after quotation, showing the months within which the Straits were navigable, that is, from June to December. What I said with reference to wheat going out—and I want the statesman from North Wellington to bear this in mind, although I may not have explained myself as fully as I might have done—was that the bulk of the grain from Manitoba and the North-West would be stored, just as the bulk of the grain from the North-Western States is stored to-day at Duluth. We know that at Duluth there are fourteen or fifteen million bushels of wheat stored during the winter season. What I undertook to say, and what I say now, is that the bulk of the threshing in Manitoba is done in and after October; though there is threshing done in September, and there is a large amount of grain shipped in September by the lakes to Eastern Ontario and Quebec to be ground into flour for the people of the eastern provinces; but the bulk of the wheat of Manitoba is bought after the period at which navigation closes. It is true that in certain portions of Manitoba where grain ripens more rapidly than in others, people endeavour to get their grain to market earlier, in order to get the advantage of low freight rates by water, but the bulk of our wheat at present has got to lie in elevators until navigation is opened in the spring. There is a quantity of wheat shipped during the winter *via* Boston on the all-rail route, but only a small quantity. The evidence I have adduced to the House shows conclusively that if this Hudson Bay route is navigable between June and December we can, if there is grain threshed, as I admit there is, in September, earlier get the benefit of the Liverpool market. But it is a matter of perfect indifference to the farmer. It is not the farmer who will have grain stored in the elevators at Fort Churchill or other points on Hudson Bay, as at the present time thousands of bushels of grain are held every year by buyers at the elevators at Port Arthur after the cash is paid over. If this is the only argument against the Bill I do not think it will affect the question before the House.

Mr. WATSON. As explanations are in order, I desire to offer one, especially as the hon. gentleman.

Mr. McMULLEN.

man who has just taken his seat has been allowed a second speech. The hon. member for Selkirk said that if I had the mind of a child I might understand what he said. I admit that if I had the mind of a child I might understand what he said, but as I have a mature mind it is very hard to understand what he meant to say, when he said exactly the contrary.

Mr. SPROULE. I am not altogether surprised at the opposition which has suddenly arisen against the resolution, because it is quite in harmony with the pessimistic policy usually displayed by hon. members opposite respecting the development of this country. Their ideas rarely extend beyond their own limited localities, and if they succeed in convincing their constituents that every dollar should come there they have accomplished a great deal, for beyond that they have no higher aim. The hon. member for Wellington (Mr. McMullen) has reminded the members from Western Ontario that they will be called to account for this vote, and he said he proposed to divide the House on it, and he declared that not one dollar should be spent in that country for railway schemes until Ontario was recouped her outlay for railways in the past. The people of Ontario occupy a very different position from these people in Manitoba. The hon. gentleman's constituents have railways all round them to-day, and are in a very different position from the western people, who have to struggle with the difficulties of life and have not the comforts to be found in the older settlements. The hon. gentleman spoke as if we would be rolling up some large debt to the Dominion by carrying out this, which he designated as a wild-cat scheme. I wonder what he understands by this term? I presume he means an impracticable scheme, the scheme of a railway going into an inhospitable country where settlement was never likely to take place, and for the reason that they would be unable to raise crops from their labour there would be no use for railways. Regarding the practicability of navigating Hudson Bay, I need say but little. But I hold different views from those who declare this region is an inhospitable one and will grow nothing. In 1883 I brought down to Ontario potatoes raised at Fort York and Fort Churchill, and on the shores of Hudson Bay, weighing two pounds and two and a-quarter each. I was assured by a person who grew them that not only would potatoes grow there, but small fruits and other vegetables would grow to maturity as well as in any part of Ontario. If this is the case, and this is a fact beyond dispute, it is a guarantee that this is not an inhospitable region, and that it is only a matter of time when it must be settled by people who will come from Ontario and other parts of the country. But the question is this: Does this involve any divergence from the policy of years past? What has been the policy of this Government? It has been to throw as rapidly as possible colonization railways into different unsettled parts of the country. In many sections of the North-West people from Ontario and foreigners have been struggling hard with the difficulties of life, and railway communication is an important factor in enabling them to cope with those difficulties. In the prairie country the railways are even more needed than in the wooded district. This is no divergence from the principle we have adopted and followed for

several years past. This is not rolling up debt against this country. We have been giving liberal subsidies to any company willing to extend railways to any part of the country where there were settlements and where there was no settlement at present. This is a colonization railway, not aided by land but by a money subsidy; not as money given away, but a loan of money from the country, for which we are to get a return in the shape of the carriage of mails and freight which will be needed as settlement advances. It is not as if this road were going to pass through a country all of which had to be settled, because there are different sections already well settled.

Mr. LISTER. Did I understand the hon. gentleman to say there was no land subsidy?

Mr. SPROULE. This resolution does not offer a land subsidy, but a loan, for which we are to receive labour in return. I am speaking of the resolution which is now engaging our attention. There are localities where considerable settlement has taken place already, and it becomes important that a railway should be built at the earliest possible date, and therefore the necessity of devising some scheme whereby gentlemen can obtain money to build it. When we remember that we are not piling up debt, but that it is a loan from which we shall receive a return in a short time, and that we are not giving all the money to-day but spreading it over twenty years, when settlement will have reached that country, not only from Ontario and other provinces but from European countries, it is apparent that we will obtain not only a return of the money but a much larger return in the shape of dutiable materials consumed. I do not understand why Ontario people should feel injured because we propose to give to their friends and relatives some of the facilities and conveniences of life found in that part of the country which they have left. The hon. member for Wellington (Mr. McMullen) has no doubt many of his constituents out there, as I and many others in Ontario have. It is not unfair and unjust to assist them to cope with the difficulties incidental to a new country.

Mr. MILLS (Bothwell). Did the hon. gentleman not vote against the proposed charter through this part of the country when proposed by the hon. member for Marquette (Mr. Watson) last year?

Mr. SPROULE. I am talking of the present motion, and if the philosopher for Bothwell (Mr. Mills) will confine himself to the subject I will be content to answer his question. The opposition to this measure is most unreasonable, illogical and unfair, and I do not think any people in Ontario would condemn the proposal to aid in building a railway through this very important part of the country, where there is plenty of water, plenty of timber and arable land.

Mr. DENISON. The hon. member for East Simcoe (Mr. Spohn) seemed to wish to have some opinions from Ontario members in regard to granting \$80,000 a year. As a member for Ontario I may say I heartily endorse the grant of \$80,000 per annum for this railway, and I do so for this reason: that it is a part of the country which is entirely unknown and unsettled beyond the confines of Manitoba; within the confines of Manitoba, I understand, it is fairly well settled, and the people there require means of access to the markets of Ontario and the

east, while beyond that little or nothing is known. From that district up to Hudson Bay it is practically a *terra incognita*—people know little about it; but with the expenditure of this sum of money the people of Canada can have access to that inland sea and will be able to know whether the fisheries are as productive as they are reported. We will be able to see also whether the forests are capable of development in the way of timber limits, and so forth.

Mr. GIBSON. Hear, hear.

Mr. DENISON. It is most likely also that there will be a great development of mineral wealth in that district. An hon. gentleman says "hear, hear," but I recollect hon. gentlemen opposite spoke in the same way about the Canadian Pacific Railway. We were told by them that the Canadian Pacific Railway would not earn sufficient to pay for axle grease for running it; but we find now that the Canadian Pacific Railway is the only railway in the whole country paying a dividend, not only on its bonds but on its stock, a fact which I think can hardly be said about another railway in the whole length and breadth of Canada. When hon. gentlemen opposite occupied the Treasury benches they concluded it would not pay to build the Canadian Pacific Railway line through the Lake Superior section. They started their line from Port Arthur, but now we find that part of the road developing into one of the richest nickel countries in the whole world, and we find many thousands of people pouring into that country, while a few years ago we looked upon it as useless and barren. Again, Sir, when I was west of the Rockies, two years ago, I was told that the Kootenay district was developing into a rich and valuable country; the Canadian Pacific Railway let daylight in there, allowed the people to get in their machinery and gave them a chance of prospecting and developing its great riches. From the very first I have always had strong views on the question of assisting the construction of a railway to Hudson Bay, and whether the outlet to the sea can be used or not is really after all, to my mind, a secondary consideration. Of course, if it can be developed, and a line of steamships can be run from Fort Churchill or Fort Nelson to England and other European ports, it will be a great advantage, and the hon. member for Selkirk (Mr. Daly) has read to-night the statements of a dozen or more gentlemen showing that that bay was open to navigation from three to five months during the summer. We all know that for 200 years back the Hudson Bay Company have been sending their steamers there every year. It has been an accessible water for 200 years, and we have never heard of any disaster happening. Even supposing that this does not turn out as good a route as we should hope, still it will develop that great inland sea, and will permit the Canadian people, who have an adventurous turn of mind, to prospect that country and to fish on the seas. I am satisfied that the people of Canada will never regret the granting of the small sum of money asked for this great Dominion work, which will develop that valuable country.

Mr. MILLS (Bothwell). I would like to ask the hon. gentleman if he has considered how many million acres there are which have been opened up by railway communication in the North-West, where no settlement has yet been had and which are still open for settlers?

Mr. DENISON. It is not altogether a question of settlement. I am in favour of still more developing our country. I believe in opening up the whole country, and I believe, too, that we cannot have too much development.

Mr. MACDONELL (Algoma). I did not expect to have an opportunity of addressing the House on this question to-night, but as the hon. member for East Simcoe (Mr. Spohn) has asked what will be the position of the member for Algoma on this question I take the opportunity now to reply. I listened with a great deal of attention to the remarks of the Minister of the Interior and I also listened with attention to the introductory remarks of the hon. member for East Simcoe (Mr. Spohn), but as his argument appeared to me to stray far afield, and as the gentlemen in the back benches sweltering under a semi-tropical sun could hardly stand the pressure when he talked of the immense icebergs and the floating ice in Hudson Bay, I took the opportunity to retire from the House at that time to get into a cooler sphere. Now, I wish to tell the hon. gentleman that with regard to my own district of Algoma I can place myself on record in a very decided way. The hon. gentleman's argument, as I said before, appeared to wander far afield: it wandered in fact all the way to Hudson Bay, where this resolution did not intend to carry it at all. As I understand the proposition made by the Government to-night, it is a question whether or not the Government of the day will bonus a colonization railway to some point on the Saskatchewan. That scheme I am prepared to support, and I may tell the hon. gentleman and the House that I would be prepared to go even further to-night if the matter under discussion was to subsidize or bonus the whole Hudson Bay Railway. With regard to the district which I have the honour to represent, the hon. member for East Simcoe (Mr. Spohn) evidently intended to make it appear that if I supported this scheme it would be taking traffic away from the town to which I belong and from other towns in the district of Algoma. I dispute that contention *in toto*. I think, Sir, that by the development of the great west there will be traffic enough for us all, whether we are residents of Port Arthur, or whether we are residents of Winnipeg, or whether we are residents of Toronto, or any other city of Canada; and I am prepared to-night to support this resolution on the ground that this railway opens up one of the finest stretches of country in the Province of Manitoba. There is no finer part of the Dominion of Canada than the Lake Dauphin country, through which it is proposed to construct this railway, and, as I have already said, I would be disposed to go further than even subsidizing this railway, and subsidize the whole Hudson Bay road. I cannot approve of the stand which the hon. member for North Wellington (Mr. McMullen) has taken to-night, for it strikes me that his policy is a very selfish one to propose in this House. It strikes me, as a western man, as a man whose duty it is to develop, to the greatest extent, his own district, as well as the whole western district of this great Dominion of Canada, that the hon. gentleman's proposition is selfish in the extreme. I come to this Parliament as a representative of those people who have received aid from the present Government to build a railway through a mining region,

Mr. MILLS (Bothwell.)

and I can say to the members of this House that I am not prepared to support this resolution? I had the honour of coming to Ottawa with my predecessor in the representation of Algoma and soliciting aid for the construction of a railway in my district. Let me ask, who are building that railway to-day? They are not my political friends nor the political friends of the Government, but they got that aid, and that railway is being constructed through a mining region, as I said, almost a wilderness. It is through a mining district, and the result remains to be seen what the producing capacity and what the output of that district is going to be. Sir, my district has received from this Government nearly \$300,000 to aid in the construction of that railway, and would I not be a craven to that district and to the Dominion of Canada if I did not stand up here to-night and advocate the grant to this railway which has been proposed by the hon. Minister of the Interior? Therefore, I shall vote for the resolution.

Mr. FORBES. Before the resolution is put I would like to say a few words. Though as a member of this House I am favourable generally to the granting of bonuses to railways, I do not agree with the object of this resolution, which is for the grant by this Parliament of \$80,000 a year for twenty years for the building of a railway to Hudson Bay. If the object is to aid in the extension of the road to Hudson Bay, a distance of some 800 miles, then all I can say is that that has not been honestly put before the House in the resolution as it stands. The objections to this project which have been put forward by the hon. member for East Simcoe (Mr. Spohn) are most pertinent to the case, and there has been no attempt to answer them. The experts who were sent out by the Dominion Government have shown that Hudson Straits are actually non-navigable, except for two or possibly three months in the year. Now, if the syndicate who are promoting this undertaking are doing it on a commercial basis they should make some effort to show that the reports of these experts are not in accordance with the facts, and they should be prepared to lay before the House proper evidence in contradiction of the statements made by the hon. member for East Simcoe. Moreover, I would call the attention of the Maritime Province members in this House to the effect of the passage of this resolution on the Atlantic ports of the Dominion. We have in Nova Scotia a large grain elevator, which was built for the purpose of holding the grain brought from western Canada over the Intercolonial Railway and other railroads for shipment to foreign ports. If it is intended by this resolution to divert that line of trade from the Intercolonial Railway, the Canadian Pacific Railway, the Grand Trunk Railway, and the Maritime ports to the Hudson Bay, I take it that the Maritime members of this House will, as a unit, oppose it—not on the general principle that it is wrong to subsidize railways, but because the impracticability also of this scheme is a sufficient excuse for them to oppose the diversion of that trade which should come to their own ports. My province, one of the counties of which I have the honour to represent, has put forward paramount claims for aid to railways. We have in the Counties of Queen's and Shelburne a strong agitation on foot for a railway

which I might classify—according to the description given of the Hudson Bay road by the hon. member for Selkirk (Mr. Daly)—as a colonization road. The hon. member claims that the proposed grant should be made to the Hudson Bay Railway, on the ground of its being a colonization road, which will open up new lands to settlement, as well as valuable timber limits and mill sites. If that is a valid argument for a grant of \$80,000 a year for twenty years to this railway, with how much greater reason can we, in Queen's and Shelburne, ask for a subsidy for the 45 or 47 miles of our railway which are yet unsubsidized, on the basis that our railway is a colonization road? Because the construction of our line will have the effect of opening up large timber limits and great powerful mill sites, and bringing people engaged in the lumber business nearer to the centres of trade. If that is a good argument why we should support the proposed subsidy to the Hudson Bay Railway, I say on the same ground that \$20,000 a year for twenty years, or even \$10,000 a year for twenty years, would give us a sufficient sum of money, if capitalised, to build our railway. If it can be fairly urged that Parliament is pledged to this scheme on the ground that a resolution in favour of it has already been accepted by the House, I say that we are equally entitled to a grant on the ground that Parliament has already agreed to the principle of the railway in the Counties of Queen's and Shelburne. From the peculiar nature of this proposition I feel myself bound to oppose it, though not on the ground taken by hon. gentlemen on this side of the House, who oppose a general distribution of public moneys for railways on the ground that the public debt of Canada is too large. I look at the matter in a different light altogether. I hold that the public debt of Canada, if incurred for public works, is properly incurred by the Government of the day; but it behoves the Government as trustees of that fund to consider wisely whether they are going to support a measure like this, which is so fraught with danger to the investors of capital, which is loaded with visions of profit having no practical foundation, that it is likely to reflect on the credit of the country and embarrass the promoters of future schemes of utility in this country. I can understand the hon. members for Selkirk, Lisgar and Marquette supporting this measure, because the railway is designed, as we might say in vulgar phrase, to go right past their barn doors, and interests their constituencies. In so far as it assists in developing and expanding north-western Canada, I am in favour of the scheme. In so far as it does assist in developing the North-West, I am in favour of a grant; but, I say, as it stands to-day, it is in an incomplete and insufficient condition and not entitled to our support. If the promoters would come in with the resolution asking a grant for a portion of the line, 100 or 200 or possibly 250 miles, on account of colonization, they might expect the support of hon. members on this side; but when they ask our support, on the ground that it is to be extended to a point on Hudson Bay, with the object of carrying the trade of the great North-West through that channel, and when it is shown, conclusively, that such a scheme will not warrant the arguments put forward on its behalf, and that it goes beyond the wants of the country, it is our bounden duty to oppose any

grant. And, therefore, I feel bound to oppose this resolution.

Mr. DAVIN. I need hardly say that I listened with pleasure to the speech of my hon. friend who has just taken his seat, although I cannot agree with his arguments. It is impossible to keep from one's mind the building of the Hudson Bay Railway, and I do not think it would be desirable to do so. The resolution reads as follows:—

"That it is expedient, in order to enable the Winnipeg and Hudson Bay Railway Company to construct a railway from the city of Winnipeg to some point on the Saskatchewan river," and so on.

So that the resolution itself suggests, and very properly suggests, the time when, instead of having a colonization railway before us from Winnipeg to some point on the Saskatchewan, we shall have the Hudson Bay Railway running right from Winnipeg to Hudson Bay. And not only that, but the map which is on the table and those which have been circulated by the promoters of this scheme contemplate a Hudson Bay Railway, not merely from Winnipeg to some point, either Nelson or Fort Churchill, on the Hudson Bay, but a railway running south-west from the Hudson Bay right into the heart of the territory, and from the North-West Territories right down to the Pacific coast in the United States. Now, if it were only a colonization road I consider that it should still get the support of this House. It goes through a country and into a country that will invite settlement. That portion of the Saskatchewan country which it will open up is known to every one familiar with the North-West as a portion of the North-West that may invite the largest possible amount of settlement. But, Sir, I think that regarded as the herald of a complete Hudson Bay Railway, as the herald, not merely of the Hudson Bay Railway from Winnipeg to Hudson Bay, but also of a railway that will inevitably be built from Hudson Bay south-west right into the heart of the territory, and running down to the Pacific coast of the United States, it is a still more desirable scheme to support. If the Committee will bear with me for a moment I will point out that if you take a map properly scaled and use a measuring line you will find that the distance from Fort Nelson to San Francisco is precisely the same as from San Francisco to Chicago. There is as much evidence as that picked by the hon. member for East Simcoe (Mr. Spohn), to show that the Hudson Bay is navigable for four and a-half months in the year. In fact, the Bay is navigable for the whole year; but with regard to those Straits on which the hon. gentleman dwelt at such length, the Straits near Nottingham, there is evidence in the very same documents from which he quoted—the evidence of experts who have made four and five voyages through these Straits—to prove that they are navigable for four and a-half months during the year. The leader of the Opposition, who is an experienced lawyer, knows that if you were to take the report of a case in court, and cull the testimony of a few witnesses, you might prove also almost anything; and if the hon. member for East Simcoe had been as impartial as he was earnest and had given us the evidence of such experts as Professor Bell and some seven or eight others, who had made a voyage through these Straits between the middle of June and the middle of November, he would have found that the evidence

on which he relied so much, namely, that in some places the ice went down to the bottom, is incredible, for these places are three hundred and a still greater number of fathoms deep.

Mr. LAURIER. What says the report?

Mr. MILLS (Bothwell). That was the report he read.

Mr. DAVIN. He read the evidence of witnesses. I think myself that Mr. Gordon was prejudiced against the road. I say he was, because we have the evidence of experts, men just as skilful as he, who made these voyages within the middle of June and November, and they declare solemnly that these Straits are navigable for three and four months during the year. What is the fact? That route is the historical route. It is the route the Hudson Bay Company has used. My hon. friend was again incorrect when he stated that the Hudson Bay Company was accustomed to build and buy ships of great strength. Why, they do nothing of the kind. They have been accustomed to buy ships by no means so strong as the hon. gentleman represented, and it is in evidence they have sometimes bought ships anything but strong. They require boats not drawing much water, in order that they may be able to go up to York Factory, where the water is very shallow. It is because this is part of the great Hudson Bay Railway that I support it.

Mr. MILLS (Bothwell). It may go in the opposite direction.

Mr. DAVIN. How?

Mr. MILLS (Bothwell.) It may run to the North-West.

Mr. DAVIN. One moment. My hon. friend from Selkirk naturally looked at this from a Manitoba point of view. I naturally look at it from a North-West point of view; and if my hon. friend from Prince Albert (Mr. Macdowall), who takes a very deep interest in this question, were here, he would also look at it from the point of view of the North-West. What I look forward to is the time when we shall have a railway running almost in a straight line from Fort Churchill down to San Francisco: and what would that do? It would drain all the wealth of the Pacific coast, not merely in Canada, but in the United States. The distance from the Hudson Bay at Fort Nelson to San Francisco is exactly the same as from San Francisco to Chicago, and, under these circumstances, looking at the immense length of a railway from Chicago to the Atlantic, if you take the distance—because you get to the short parallels—from Hudson Bay to Liverpool, you will find that by the Hudson Bay route, of which I now speak, Japan will be 2,300 miles nearer Liverpool than it is to-day. Such a railway would bring the North-West from 700 to 1,000 miles nearer to Liverpool. What does that mean for the North-West farmer—for the men of Prince Albert and Battleford, and Moose Jaw, and Regina? It means 15 cents a bushel more for their wheat than can be got under the present conditions of transport. And under those circumstances I say that, once grant that those Straits are navigable for three or four months in the year, you have the real North-West railway which is to take out the grain of the North-West. I may refer to the speech of my hon. friend, the member for North Wellington

Mr. DAVIN.

(Mr. McMullen), to whose remarks I always pay the greatest possible attention, because he is one of the most laborious and most estimable members of this House, and it is always instructive to listen to him. He takes the greatest possible pains to gather facts and figures, and he is always well posted. The only fault I have to find with him is probably that the light that gleams on those figures is not of the broadest kind. Now, I found him somewhat inconsistent. I was very glad to hear him say—because I think I heard something different from these hon. gentlemen in other days—that he wanted immigration to go into that country; he said that he wanted immigration to go into Ontario, and, to make room for these immigrants, he wanted the people of Ontario, whose farms are so largely mortgaged, to go up to the North-West. He wants to have boundless room for these people in the North-West, but he objects to a small expenditure which would result in opening up more country for them to occupy. I found that somewhat inconsistent. When conversing with merchants in Quebec, in Toronto and in Montreal, I found that already the custom of the North-West is of the greatest value to them. My hon. friend from Wellington (Mr. McMullen) speaks in reference to certain municipalities in the west, and proposes that, until they get something which he says they are entitled to, nothing more should be done to the North-West. Sir, the North-West is like some vast undeveloped farm belonging to the people of Canada, and, as you develop it, you add to the wealth of Canada. If you go to the merchants and manufacturers of Canada from Quebec, the old capital, to Sarnia, they will declare to you that they have done well out of the North-West, and the more you swell the population there and the more you bring in the immigration which I am glad to see my hon. friend is desirous of having brought in the more it will be for the general benefit of Canada. My hon. friend talks about this as a wild-cat scheme and as being impracticable. We heard the same thing about the Canadian Pacific Railway in other days, and not so long ago; but from the same hon. gentlemen who talked about that railway ten or twelve years ago with doubt we now hear that it is a great railway. It is a great railway, but within two or three years with a single line, as every one knows, as Mr. Van Horne knows, it will be inadequate to take out the produce of the North-West to the sea.

Mr. MILLS (Bothwell). How many trains are run a day?

Mr. DAVIN. I do not know, but I do not think a great many more trains can be run with a single line. You may know more about railways than I do. I do not profess to be a railway man. But I have heard railway men say that with a single line the Canadian Pacific Railway will not be able in a short time to carry the produce of the North-West. My hon. friend from Bothwell (Mr. Mills) smiles incredulously. It is the amiable disease of the philosophic mind to be incredulous.

Mr. MILLS (Bothwell). Then you ought to be the most incredulous man in the House.

Mr. DAVIN. I have a buoyant nature, which counterbalances my philosophic pessimism. I have heard railway men say that they doubt, and even in 1887 they doubted, whether the Canadian Pacific Railway would be able to carry all the produce of the North-West. Anyway, it is certain

that in a short time one line will not be able to carry it out. If that is not so, why should the Northern Pacific try to get an entrance there? Why should the Grand Trunk desire to get a line into the North-West? Not for the sake of having a line in the North-West, not for the sake of spending tens of thousands, or even millions, of dollars in order to have a line there as well as the Canadian Pacific Railway, but because they know that, in a very short time, the carrying trade from that country will be valuable. My hon. friend says: Rely upon these great lines, and let us wait. That was the cry exactly which we heard in other days and which is echoed now. I think we heard it from my hon. friend from Norfolk last year, and this year I have heard it said that it would have been much better if we had not built the Canadian Pacific Railway so rapidly, but had gone slowly and taken twenty or thirty years to build it, so that we might have peopled the country gradually as we proceeded. I say it was the greatest pity in the world that the scheme to build that road in 1873 did not go into force, as then we should have been ten years advanced in the North-West. I say now to these gentlemen who doubt about this line and take the same attitude in regard to it as they did in regard to the Canadian Pacific Railway that they are making the same mistake. They doubt whether it is feasible, they doubt whether it will pay, they doubt whether the money will not be thrown into the sea by taking this course. Five or six years hence, when some other railway scheme is before the House, these gentlemen will say: let us rely on the one line from Winnipeg to the Hudson Bay—forgetful of all this cold water which they have tried to throw upon this resolution, which is simply a tentative scheme—proposing not to go too fast but step by step. My hon. friend from Queen's (Mr. Forbes) has spoken of the trade which is likely to be taken away from Halifax if we have the Hudson Bay Railway completed. I believe that the more we develop every portion of Canada the better it is for every other portion. I believe you cannot make any portion of Canada too rich, and in my own small way I have preached to the people of the North-West, where there is a great deal of jealousy between the rival towns, that they should not be jealous one of the other, but should work for the common good. The leader of the Opposition is far too enlightened not to agree with me that, if we believe, as can be proved, that these Straits can be navigated for three or four months in the year, if this railway is what we believe it will be, this railway will be for the general benefit of Canada. Referring again to my hon. friend from Queen's, I must say, if I may do so without offence, that his speech gave promise of his being a useful ornament to this House. What may happen, after all, in reference to that same Nova Scotia in which he is interested, and in which he takes so much patriotic pride? Look at the map! You will find that such a railway as this Hudson Bay railway, such a large scheme, such a scheme as is adumbrated in the map which is before you, will bring the grain from Assiniboia, from the Saskatchewan, from Alberta, down to those forts on the Hudson Bay, and it is possible that we will see ships from Halifax coasting around to the Hudson Bay to take that grain to the city my friend is interested in. My hon. friend is laughing; he facetiously says "in ice-boats." Sir,

when this is completed you will have infallibly many and many a cargo of grain taken from Churchill and or from Port Nelson, whichever happens to be the place ultimately adopted, right round through those Straits, right down by the coast into the very port of Halifax. My hon. friends laugh, but they laughed at other things which afterwards came true. Now, I rose merely as a North-West man to show the interest that we take in this matter and also to expose, if I may venture to hope that I have exposed, one or two fallacies that have been uttered in this debate. I hope the House will pass the resolution, and I hope that the member for North Wellington (Mr. McMullen), when the Bill comes down, will be in one of his genial moods—for when he is in a genial mood he is one of the most genial of men—and that he will not carry out his desperate threat of opposing the measure at every stage.

Mr. FRASER. This scheme appeals to me on account of its magnificent proportions. There is everything about it to make men in this House enthusiastic. It is going to enable tourists to go through that country and enquire what kind of a country it is; that is a great matter. It is going to enable them to see whether there are timber limits in that country, so that we will no longer be obliged to travel on foot to find out where the timber limits are. A railway will be more convenient, for we are advancing all the time. It would be too bad for the hon. member for Toronto or myself to have to travel through that country on foot to find out whether there were any timber limits or mineral lands there; and for those who, like myself, are fond of fishing, it would be inconvenient to carry on foot our nets and fishing tackle to fish in the waters of that vast region. Therefore, it appeals to every man in every conceivable way, and I do not see very well how I can oppose it. It means just a million dollars, including interest; about \$3,000 a mile for 300 miles, that is just what it means. But a difficulty meets me much more important than the difficulty that presented itself last night, when we had to appoint a Royal Commission to enquire into it. We know little about the character of the country. We do know something about the question for which a Royal Commission was appointed last night, but we know extremely little about this Hudson Bay region, and the evidence we have now, about the feasibility of shipping, is conclusive against it; therefore, we should go another step, and the Government should issue a Royal Commission to obtain proper data for voting this money before we pass this resolution. I can very well understand how the hon. member for Marquette (Mr. Watson) would like this railway to be built, and, if anything could make me vote for it, it would be the fact that he wanted it. But there seems to be a diversity of opinion among the members of the North-West themselves. If I understood the hon. member for Assiniboia (Mr. Davin), a few moments ago, he said something about a railway that someone wanted in the North-West, and others wanted it in Manitoba. I am a little confused, but I understood from his remarks that there was really a difference of opinion among the members from that section as to where the road should be built. Be that as it may, from all that I have heard, I am satisfied that this country does not require it. I agree that the money spent on the Canadian Pacific Railway

may have been well spent, but I cannot forget that the Minister of Finance himself had to admit that the immigration into that country, notwithstanding the Canadian Pacific Railway, had not come up to our expectations. Now, would it not be wise for us to wait and see whether the Canadian Pacific Railway is going to fulfil all the grand predictions we heard about it, before we vote these millions to build any other railway? We are told it is going to help settlers to come down from the Hudson Bay and settle in the North-West, as if we needed another way for settlers to get into the North-West. If settlers are not going into the North-West by the present road, I submit there is not much chance of getting them to come in by any other. I can well understand how hon. members from the North-West want this road for the benefit of the settlers now there. I happen to come from a county where, from one end of it to Halifax, a distance of nearly 200 miles, there is not a foot of railway. I come from a county that has, according to the last census, a population equal to between one-fifth and one-sixth of the whole population of the North-West, and still there is not a mile of railway in that county. Twelve short miles would bring the county town in connection with the Eastern Extension Railway, but we cannot get it built. Now, I submit that there should be some little consideration shown for the older counties as well as the new counties. Remember that I am not saying a word against the building of the Canadian Pacific Railway; but that being built, and not having fulfilled the predictions made concerning it, I am afraid, notwithstanding the eloquent manner in which members have spoken in behalf of this scheme, that the prospects do not warrant us in passing this resolution, although we are told that there is going to be a railway from the Pacific coast up to that point, that we shall have vessels from Halifax going to Hudson Bay, and coming back to Halifax on the way to England, and perhaps the grain would have to be put into elevators at Halifax and rest awhile before going over to England. I cannot see my way, therefore, to support this resolution, coming as I do from a province where, although we have received money for railways, we still feel that the wants of our people are not fully met. In view of the fact that the North-West is not being filled up as was anticipated, in view of the fact that we have a falling revenue, in view of that facts that we brushed off the book last night the sum of \$2,000,000 a year, I submit that at present I cannot see my way to support this scheme. I do not think we have sufficient evidence to prove that we can have shipping from that point, and as wise legislators we ought to have such data as will convince reasonable men that it is practicable to get some advantage from this scheme before we consent to engage in it. It appears to me that the scheme is undertaken as a speculation. We are told this new country is going to be filled up by people who will pay taxes, if only the settlers were able to get into that country. That is one side of the question; the other side is the hard fact that we will have to pay \$80,000 for twenty years on that speculation, without having any data to convince us that it is going to pay. I am not opposing this on sectional grounds at all. While I would like to receive as much money as possible for roads in Nova Scotia, I am bound to say that there is no

Mr. FRASER.

feeling of sectionalism in my province. If it was going to be for the advantage of the whole Dominion that this road should be built no one would object to it, for I agree that if that country were filled up with settlers the whole nation would benefit by it. But believing that we have not sufficient data before us, that there is no prospect that the scheme would bring us any return, and that older sections require the money, I am bound to oppose the resolution.

Mr. MILLS (Bothwell). I think hon. members are entitled to further information on this subject before the resolution is taken out of Committee. It is worthy of the consideration of the House that a number of hon. gentlemen who have this afternoon and this evening so ardently supported this resolution were gentlemen who opposed the construction of the railway 12 months ago through this same section of country, or a very considerable section of it. The hon. member for Marquette (Mr. Watson) submitted a measure to the House last year for the purpose of connecting the settlement west of Lake Winnipegosis and Lake Manitoba with the Canadian Pacific Railway by a line of railway lying west of Lake Manitoba. The hon. member for Lisgar (Mr. Ross), and the hon. member for Selkirk (Mr. Daly), and the hon. member for Grey (Mr. Sproule), all of whom have ardently supported this resolution, all of whom have pressed on the attention of the Committee the importance of constructing a railway in that section of the country, were equally ardent and earnest in opposing the Bill of the hon. member for Marquette, and they have not informed the House what new light they have received during the last 12 months to induce them to ask for railway accommodation for small settlements to which they denied railway communication 12 months ago. It would have been interesting if those hon. gentlemen had told the House how it was that they opposed the Bill of the hon. member for Marquette last year and how it is they are supporting this resolution for the purpose of constructing a railway at very considerable expense to the public treasury for the accommodation of the inhabitants of a portion of the same district. Why, this railway, located where it is, as shown on the map, will leave out a settlement nearly 100 miles in length, for which no railway accommodation will be provided. The House will be interested in learning how it is that those hon. members from Manitoba have come to change their minds. Is it because they are not so much interested in furnishing railway accommodation to the inhabitants as in promoting the interests of certain parties who are interested in this charter? How is it they support this scheme, and they opposed the one proposed by the hon. member for Marquette? I do not think there is any difficulty on the part of the Committee in drawing its own conclusions. The hon. member for East Grey (Mr. Sproule) is always an ardent supporter of any measures proposed by the Government. I can well understand why the hon. gentleman should support this resolution proposed by a Minister of the Crown, and should have opposed the Bill proposed by a member of the Opposition. It is not the merits of the question that determine the merits of the proposition; it is not the public interests. It depends altogether in whose hands the Bill may be for the time, and who it is that in

this House is promoting the measure. The hon. member for West Assiniboia (Mr. Davin) informed the House that this railway ought to be located in the interests of the population of the North-West Territories, that the interests of the people of Manitoba should not be considered, or that they should be made subordinate.

Mr. DAVIN. No.

Mr. MILLS (Bothwell). I understood the hon. gentleman to make a distinction between Manitoba and the North-West.

Mr. DAVIN. No.

Mr. MILLS (Bothwell). Perhaps the hon. gentleman will tell us what he did say?

Mr. DAVIN. What I said was this: that my hon. friends naturally take a great interest in this line as Manitoba men; I take a great interest in it as a North-West man, because I look forward also to a line running from Regina to San Francisco. I did not try to put the North-West Territories above Manitoba, or to contradistinguish them. My hon. friend will remember I said that I regarded this line as the harbinger of a great Hudson Bay Railway that would not only come down to Winnipeg, but would also be carried forward to San Francisco.

Mr. MILLS (Bothwell). The hon. gentleman told us that the natural route between Japan, China and Liverpool was a railway extending along the Saskatchewan from Port Nelson or some other port in Hudson Bay. In fact the hon. gentleman told us that the construction of a continental road, a road to convey the traffic from the great east to western Europe, was to be a road altogether different from the Canadian Pacific Railway. And the central portion of Canada should undertake to construct a road lying a thousand miles away from the inhabitants who are to bear the burden and pay the taxes. The hon. member for West Toronto (Mr. Denison) holds that although we have many millions of acres lying in the vicinity of railways already constructed unoccupied and fit for settlement, for which settlers have not been found, we should go on and furnish railway accommodation for every mile of territory which we possess, whether we can get any one to occupy the territory or not.

Mr. DENISON. Not exactly that. It was to develop the western country and the lands there.

Mr. MILLS (Bothwell). To develop a country without inhabitants and for which you are not getting inhabitants where railways are already provided. The hon. gentleman's proposition reminded me very much of a story told by the poet Moore in criticizing a work on Church and State by an English bishop. Moore tells that there were butchers' shops established everywhere throughout Hindostan for the benefit of the Brahmins, and although it was true that the Brahmins would not eat meat, yet, as it was necessary the butchers should live, it was only right they should be compelled to pay for the meat, so long as the meat was provided. And so we must go on and provide railway accommodation for the whole 3,000,000 square miles of territory we possess, although we have at the present time but 5,000,000 of inhabitants. We have to-day railway accommodation for more than three times the inhabitants we possess. What has been the effect of this extraor-

dinary construction of railways, not merely in Canada but in the United States? We have scattered our population over territory many times as large as it should occupy. This has depreciated the value of real estate more than the protective tariff, and we are continuing to do so by pursuing the policy on which hon. gentlemen opposite have set out. Why should the farming population and the industrial and artizan classes of the older provinces burden themselves with additional taxation to provide railway accommodation for men who are still on the other side of the Atlantic and likely to be there for a generation, when every mile of railway built has a tendency to diminish the value of real estate in the settled districts, the amount of capital the people possess, and increase largely the burdens already imposed. I could point to districts in the adjacent Republic where a quarter of a century ago real estate was worth twice what it is to-day, and it is depreciated because a considerable portion of the population have been withdrawn from these districts and taken into the western territories. What are you doing in the North-West? Why, you are withdrawing perhaps five or six thousand people from each of the western counties of Ontario. You have diminished the value of real estate by at least \$3,000 for every man you have taken away, and you have scattered these people over an immense area of country where there are bridges to build, school-houses to erect, churches to build, taxes to pay for the maintenance of school-teachers, and where they have immense sums to pay for all these purposes, a mere fraction of which they would only have to pay if they had continued in the agricultural districts of the older provinces. I am not saying that we ought not to encourage settlement in the North-West, but I do maintain that you ought not to go on with the construction of railways far beyond the yet settled portions of the country, and thus enormously diminish the value of real estate in the older provinces and enormously increase the difficulties of life in a new country by the sparseness of the settlements which are established along these immense stretches of railway. I have no doubt that where settlements have already been formed we ought to take into consideration their wants and necessities, but the policy of the Administration with regard to railway construction in the North-West during the past four or five years has gone far beyond this. I know that some hon. gentlemen from the west have pressed upon their constituents their fitness for the place on the ground that these bankrupt companies are indebted to them and that they have a special interest in having them succeed in this House. It seems to me that we will be obliged to call a halt some time or other. You propose now to give \$80,000 a year; that represents the interest upon at least \$2,000,000 capital which is locked up for twenty years, and what compensating advantage does the country obtain which is called upon to pay that sum of money? Look at the depreciation you are producing in the value of real estate in the older provinces. I am not going to enter now into an elaborate discussion of that question, but it can be made as plain as twice two are four that if you extend railway construction over vast and unsettled regions you will seriously affect the value of real estate, and you diminish the wealth of the

country far beyond the amount of money you abstract from the pockets of the people for railway construction. These are matters that ought to be seriously considered by the House. I do not think that the available wealth of this country is an unlimited quantity; I do not think you can go on taking \$80,000 a year for this enterprise, and \$80,000 for another, and \$80,000 for a third, as you are proposing to do, without seriously affecting the revenue and seriously embarrassing the population of the country. Look at what you have spent already in the North-West. You are paying, and are likely to pay for all time to come, \$1,000,000, or \$1,200,000 a year for the extinguishment of the Indian title. That represents \$25,000,000, and you have more than twice that sum expended already east of the Rocky Mountains upon railway construction. What have you by way of compensation for this large sum of money? You have simply transferred from the older provinces, if you take into consideration the diminution in the value of real estate, a far larger sum than the \$75,000,000 or \$100,000,000 you spent in Manitoba or in the North-West Territories. It does seem to me that it is worthy of the serious consideration of the population of Ontario and Quebec how far they are going to continue this system, and when they are going to call a halt. I think that the Minister who has proposed these resolutions ought to tell us whether he proposes that any payment shall be made to the railway company until this portion of the road which is being subsidized is wholly built, whether he proposes any limitation in time, or whether he proposes to continue this railway as an obstacle to private enterprise for all time to come. I think that the House is entitled to know this, and that it is also entitled to know all about the terms of the payment, while it is discussing this resolution. If we get this information we will be able to consider fully the scheme when the hon. gentleman brings down his Bill. We see two proposed routes on the map which is laid on the Table of the House. Can this company run its line where it pleases; can it go where there are no settlements if it pleases; or, can it not go through the settlement if it pleases? I am disposed to support the plan of free railway construction, but it is to be a plan of free railway construction when the companies receive little or no subsidies. When you propose to give a large subvention to a company, it seems to me you ought to have some voice in saying where the road is to go; but you do not say that in this case. We have no scheme submitted in connection with this railway, except that the road is to begin at Winnipeg and point somewhere north and west, supposing that it is not to point in an easterly direction simply because there is a large body of water standing in the way.

Mr. SEMPLE. I desire to say a few words upon this very important question. It was stated by the Minister of Finance, the other evening, that he intended to follow a policy of economy, and as far as I know I think that the gentlemen on this side of the House will do the best they can to support him in that if he does not go to an extreme. The question now before us is this: We are asked to vote to-night an amount which when capitalized is \$2,000,000. If we were asked for a large grant of land there might be very little objection, because we know that during the last few years

Mr. MILLS (Bothwell).

the amount received for land in the North-West has not been equal to the amount paid out in expenses of agents and charges to capital account for surveys and other matters. Therefore, if we were asked for a large grant of land there might be no objection, but when it comes to a large sum of hard cash at the present time, when we were expecting a policy of economy, it is something we do not care very much about. Now, Sir, it will be remembered that a few weeks ago a large deputation from various counties in Ontario which had granted bonuses to railways waited upon the late Premier and the hon. Minister of Finance, and were accorded a respectful hearing. The claims they made aggregated about \$6,000,000. I suppose that if they had received half that sum in hard cash they would have been satisfied. They were told, however, that the matter would have to be decided by Parliament, and that it was doubtful what the other portions of the Dominion would say if that large amount were granted as an act of justice to those counties in Ontario. That was very little encouragement. The people of those counties had spent largely to supply themselves with railways; they are now subjecting themselves to direct taxation on account of those grants, and they have received no return from this Government. But although there was no money for meeting that just claim, it is proposed now to grant \$2,000,000 to this railway in an entirely new country. Now, Sir, it is often said that the Canadian Pacific Railway is a great railway. There is no doubt that it cost a great deal of money, and the worst of it is that the portion of Canada which contributed the most has received the least advantage from that railway. We had the statement made by the hon. member for Centre Toronto (Mr. Cockburn) the other evening that the Province of Ontario contributed more than half of all the revenue of the country; therefore, out of the \$62,000,000 granted to the Canadian Pacific Railway, Ontario has paid \$31,000,000; and what has the effect been on the Province of Ontario? That our farmers have realized less every year, that their farms have been reduced in value, and their taxes increased. I hold in my hand a blue-book issued by the Dominion Government, in which there is some very interesting reading; it is the Railway Statistics of Canada for 1889. From this we learn what has been granted by the Dominion, the provinces and the municipalities for railways. The Dominion has expended for railway bonuses \$145,445,322. The Ontario Government has expended \$6,097,007, and the municipalities \$10,344,541, making altogether \$16,441,548. The people of Ontario, when they wanted railways, put their hands into their pockets and built them, and they are now paying heavy taxation for them. Then we find that the Province of Quebec has been very liberal in its expenditure on railways. The Government spent \$13,177,453, and the municipalities \$4,253,274, making together no less a sum than \$17,430,727. The Premier of that province, who is so popular, has gone to the markets of the world to borrow money; and it is strange to see the very persons who helped to create this expenditure decrying his Government, so that he may fail in obtaining a loan. Under these circumstances, do you think the people of that province will be willing to increase their burdens by granting this large sum of money to the Hudson Bay Railway? The hon. member for East Simcoe (Mr. Spohn),

who entered largely into the subject this afternoon, showed from a carefully prepared report made by an expert that this is an impracticable scheme. It is something like that other wild-cat scheme of a ship railway that is to carry ships across New Brunswick. Now, it has been said that many of the people in the North-West are living far away from railways. I grant it. I remember the time when there was not a railway in Ontario. Even after we had the Grand Trunk and the Northern many of our farmers had to team their grain forty or fifty miles, and I do not know but many of them made as much money then as they do now, perhaps more. Those men learned to take things as they found them, even though they did not move very fast: but they endeavoured to clear up the land and make improvements, and if some of them have done well it has only been by hard work. I do not pity the people of the North-West if they have to wait a few years before they get all the railways they want. I believe that both Liberals and Conservatives would be in favour of this road if they could be shown that any good purpose would be served by it. But everybody knows that in a town high taxes depreciate the value of property, and so when Dominion taxation is high, it is a drain on the people, and times are not so good that we can afford to be lavish in our expenditure. In the admirable speech which Mr. Hague delivered the other day at the annual meeting of the Merchants Bank he said that in no year had there been so much bankruptcy in the Dominion of Canada as there was last year, when the failures involved something like \$17,800,000 of liabilities. That does not show a condition of prosperity: it shows that too many people have been depending for their prosperity upon borrowed money. Now I hope this will not pass. I hope that this era of economy, of which we have heard so much lately, will begin in earnest, and I shall cheerfully support the Finance Minister in everything reasonable.

Mr. WELSH. As far as the navigation of the Hudson Bay route is concerned, there is no trouble about it. I believe a powerful wooden steamer of two thousand tons or a steel steamer adapted for the ice could make two round trips from England safely to the Hudson Bay every year. I have sold some ships to the Hudson Bay Company in London for that purpose, and have had many interviews with them about the navigation of the Bay, and I think there would be no difficulty in opening that route if the country could afford it. I would be the last to object to the Bill, but we have already expended a very large sum in opening up that country with different railways, and I do not think the financial affairs of the Dominion are in such a very prosperous condition that we can encumber ourselves with a few more millions. The Government ought to look around and see the aspect of affairs in other countries. There is the Argentine Republic, and Chili, and New Zealand, which have been going ahead with their boasted highfalutin prosperity, and have fallen in the money market to the depths we all know of to-day. Look at their stock in the English market to-day, and see where their extravagance has left them? Why, in New Zealand the officials have to work for half pay. I do not think our position is very bad, but I remember only last year the late lamented leader of

the Government said he thought it was high time we should call a halt in this railway expenditure, and I think it would be well for the Government to be cautious. I do not like to say anything against the scheme, because I think the members from the North-West ought to be the best judges of their requirements, but I would suggest that the Government should use caution. We had a speech yesterday from the member from Toronto (Mr. Cockburn), who gave us his view of the financial affairs of Prince Edward Island, of which he had evidently made a deep study; and as he appears to be a man of great information and deep thought, who has no doubt crossed the *pons asinorum* and understands a great many things, though there are many asses bridges he has not yet crossed, I would like him to give us a statement, from his point of view, of the state of affairs with regard to the North-West. I have no doubt that he is a useful member of this House, and that he makes a deep study of the financial standing of the different provinces. He gave us Prince Edward Island yesterday, and the least he should do is to give us his opinion concerning the expenditure of \$2,000,000 for the construction of this road.

Mr. COCKBURN. I do not think the hon. gentleman is exactly in order; and although I am willing to undertake, as I have undertaken in the earlier part of my life, to handle some pretty recalcitrant subjects, still there are limits, and I really could not undertake the instruction of the hon. gentleman. I must draw the line at my hon. friend.

Mr. DEWDNEY. The debate has taken a much wider range than I had anticipated. I did not anticipate that the Hudson Bay Railway scheme would be the leading question this afternoon. However, I think the promoters of this Bill will find no fault with the debate, which, so far as it has gone, will do them no injury, particularly as the feasibility of the Hudson Bay route has been ably supported by my hon. friend from Prince Edward Island (Mr. Welsh), whose maritime experience is so well known, not only in this House but in all parts of the Dominion. The hon. member for East Simcoe (Mr. Spohn) went very largely into the question of the Hudson Bay Railway. No doubt he has been preparing himself for some time, for we must recognize the fact that he was loaded up to the hilt with regard to this question. My impression is, however, that the hon. gentleman has never visited our western country; and it was very noticeable in this debate to see the difference between the views of those who have visited that country and those who have not. Both the hon. member for Guysborough (Mr. Fraser) and the hon. member for Bothwell (Mr. Mills) misunderstood the hon. member for West Assiniboia (Mr. Davin), because I am perfectly aware that hon. gentleman is of the same opinion with regard to the main question of the Hudson Bay Railway as its promoters, and is also, I believe, in favour of the road which the Government have now placed before the House for consideration. I was rather interested in the remarks of the hon. member for West Assiniboia in reference to the main line he spoke of from San Francisco to Hudson Bay, because that is the line which has been laid out on the maps ever since that scheme has been mentioned, and it is one which, if the Hudson Bay scheme proper is found to be feasible, will be constructed in the future, if not in

the near future. However, I do not propose to take up the time of the House with reference to that question, but wish to call its attention to the fact that this is a colonization road for which the Government is asking assistance. In answer to the hon. member for Bothwell (Mr. Mills), I may say that on the 16th May, 1890, the Bill was passed respecting the Winnipeg and Hudson Bay Railway, which compels the completion of this piece of line to the Saskatchewan River within four years from the 21st of June, 1890, and that is the time to which the present company will be limited for the completion of the first 300 miles from Winnipeg to the Saskatchewan; and nothing is to be paid of the subsidy until the road is completed. Of course, the hon. member for Bothwell understands that this is exactly on the same principle as the assistance given the other two roads, one of which is completed and the other under construction.

Mr. MILLS (Bothwell). This road is tied to no particular location.

Mr. DEWDNEY. No. While I mention that, I may say that the old location of the road, which is filed in the railway office as being a part of the Hudson Bay road proper, was the piece which runs between the two lakes, Manitoba and Winnipeg. It is proposed by the promoters, with the consent of the Government, to vary that, and to cross at the rapids of the old crossing of the Mackenzie line, in order to accommodate settlement, which is very much greater to the west of Lake Manitoba than the settlement between the two lakes. A question was raised by the hon. member for Middlesex (Mr. Armstrong), in reference to that, and he appeared to think that the deviation, the crossing at the Narrows, and the adoption of the route by Lake Winnipegosis, would make the line to Hudson Bay very long. I have nothing to do with that to-day. I think a few miles extra in length will be of advantage, because the line will traverse a much better section of country than it would between the two lakes. He also spoke very feelingly as to placing any scheme on the market which he thought would be unprofitable and likely to result unfavourably to the investors. I should be sorry to advocate any scheme for the English market which I thought was not a legitimate scheme and one for fair speculation. We know that the syndicate which took up the bonds of the Regina and Prince Albert road, built that road in the time they proposed to build it. The same syndicate took up the Calgary and Edmonton road, and I have no doubt they would be glad to take up this scheme if they had the opportunity. So I have no doubt that, if we can be guided by the results in the case of the other two roads, this will not be a speculation which will be disappointing to the investors. The hon. member for Bothwell (Mr. Mills) spoke of the opposition which was given to a line promoted by the hon. member for Marquette (Mr. Watson) last year. If I recollect aright, there was more than one charter before the Government at that time. I think there were two, if not three. One of them was passed, and a land grant was given, and I have no doubt that in the near future that road from Portage la Prairie to the northern end of the Dauphin Lake will be constructed. There was a conflict, I know, between the two charters at that time, but there was no political significance in it, as far as I am aware, because the

Mr. DEWDNEY.

gentlemen who were concerned belonged to both sides of politics, and therefore the insinuation, if I may call it so, of the hon. member for Bothwell, has no ground. All the people of that section wanted was a charter covering that piece of country, and it was granted. I should also like to impress upon the Committee that this \$80,000 a year is only an advance to the company. An agreement will be made similar to those which were made with the two other lines of railway which have been constructed on the same basis as this. It is a loan, and is expected to be paid back at any rate within the twenty years. I have here a copy of the agreement which was made with the Calgary and Edmonton road, which states very clearly what the conditions are, and the conditions will be similar in this case. They are very explicit. The money advanced has to be paid back, and the Government retain one-third of the land grant to secure them against loss, and, of course, the land is increasing in value from year to year. Therefore, the Government risk nothing in the assistance we propose to give in this Bill.

Mr. MACDONALD (Winnipeg). I have always been of opinion, and I still am, that the proper course for a young member in his first session is to be a listener and not a speaker, and I have tried to act on this principle, but I do not think I would be justified in casting a merely silent vote on a question in which my constituents are as deeply interested as they are in this question, and in saying this I am stating the case very mildly, for every one who has lived in Manitoba or the North-West Territories for any time, or has even paid a visit of any length to those portions of the Dominion, must be aware that the people there are a unit in favour of the construction of the Hudson Bay Railway. There is no difference of opinion in regard to it amongst people of different races or parties, and whether they come from Canada, England, France or Germany, all are in favour of it, and you will find the strongest Reformer and the most ardent Conservative working together to secure the construction of the Hudson Bay Railway. Nothing can more clearly show this than the large majority by which I had the honour of being returned at the last general election, and, if the House will bear with me, I will exemplify my meaning by drawing a comparison between the two elections which took place in Winnipeg in 1887 and 1891. In 1887 the Conservative party chose Mr. W. B. Scarth, my predecessor in this House, as their standard-bearer. He was regarded as being our strongest man. The Reform party put forward no candidate, but Mr. Hugh Sutherland, who was then, as he is now, the president of the Hudson Bay Railway Company, ran as an independent candidate. He refused to pledge himself to support either party, but simply stood on the ground of the construction of the Hudson Bay road. As Mr. Scarth was the Conservative candidate, and Mr. Sutherland had formerly been connected with the Reform party, the latter got the great majority of Reform votes, but as he was an independent candidate, the crack of the party whip was not heard and there were many defections from the Reform party on that occasion. As I have said, Mr. Scarth had the unanimous support of the Conservative party, and although he was known to be a supporter of the Hudson Bay Railway—and if he

had not been he would never have had a seat in this House—so many of the people had got it into their heads that by electing Mr. Sutherland they would hasten the completion of that road that, when the ballots came to be counted, Mr. Scarth had a majority of but 12, and on a recount that majority was reduced to 8. During the time which elapsed between that and the next election the Conservative party in Winnipeg was split in twain, owing to differences of opinion in regard to the course of the Dominion Government in disallowing certain local railway charters. In February last the Dominion Government dissolved the House and appealed to the country. At that time I was chosen as the standard-bearer of the Conservative party in Winnipeg. The Reformers put in the field against me a personal friend of my own, Mr. Isaac Campbell, a very strong man, a man who is known and respected from one end of Winnipeg to the other, a man of the highest character and of the strictest integrity, a man whose popularity was so well known that he was styled, not in sarcasm by his foes but by his friends, "The people's Isaac." Notwithstanding that he was the strongest candidate the Reformers could have put in the field, with the possible exception of Colonel McMillan, the Provincial Treasurer, it was found, when the ballots were counted, that he was defeated, not by a majority of 12 or of 8, but by a majority of 509. Now, Sir, no one who knows the constituency will say for one moment that, at the time of the last election, I was a stronger candidate than was my predecessor, Mr. Scarth, four years ago. I am perfectly aware that the unpopularity of the platform of the hon. gentlemen opposite, unrestricted reciprocity or commercial union, call it which you will, was quite sufficient to account for the defeat of my friend, Mr. Campbell, popular as he was; still, if that had been the only thing he had to carry on his shoulders, the majority against him would have been comparatively small. But it so happened that a year or two ago, when he was a member of the Local Legislature, where he represented South Winnipeg, in the course of a speech which he delivered in the House he stated that he did not consider the Hudson Bay Railway a pressing necessity, or words to that effect. Well, when the election came on and he offered himself as a candidate for Winnipeg, he stated on the platform over and over again, that, if elected, he would use his utmost endeavours to secure the early construction of that road, and would support any resolution that was introduced into this House with that object in view. Sir, every one who heard him knew that he was a man of his word, but the very fact that there was a shadow of suspicion of lukewarmness on this point was enough to roll up this large majority against him. This feeling is not confined to Winnipeg. My hon. friend from Selkirk (Mr. Daly) also gained a considerable portion of his majority on account of the feeling that Mr. Martin was not as energetic in support of the Hudson Bay Railway scheme as he might have been, that feeling arising, I believe, not from any hostility on his part to the scheme in question, but from the personal feeling which he had against Mr. Sutherland, the president of the road. In fact, Sir, there is not a constituency in Manitoba or the North-West Territories in which an opponent of the great Hudson Bay Railway scheme,

no matter how popular he might be, no matter how strong a candidate he might be in other respects, could hope to be returned if it was supposed for one moment that he would not back up this scheme to the best of his ability. I know that one of the causes of the return of my hon. friend for Marquette (Mr. Watson) was that he was known as a strong supporter of this road. Now, Sir, I will call your attention, and the attention of the House, to this universal feeling in favour of the road, which pervades Manitoba and the whole North-West Territories, and I must say that I think hon. gentlemen who are opposed to this scheme ought to consider very carefully the reasons on which they base their opposition, before they thus oppose the unanimous wish of a whole people. I have been very sorry to hear from the other side objections raised to this scheme from a provincial point of view. The hon. member for East Simcoe (Mr. Spohn) appeared to think that Ontario was the only province in Canada, and that the Trent Valley Canal was the only enterprise deserving of any kind of support. That, of course, is a proposition that I know the majority of the members of this House will not endorse. I do not wish to say anything disparaging of the great Province of Ontario. I am proud to say that I am an Ontario man myself. I was born and brought up in that province, and no one admires the energy of the people of Ontario any more than I do; but I do not think that members representing that populous province ought to try to take advantage of the comparative weakness in this House of Manitoba and the North-West, both in population and in representation, to refuse them the privileges which they would press if they were the parties making the request. I do not think it is necessary, at this stage of the proceedings, to enter into any defence of the Hudson Bay Railway scheme as a whole. It has been discussed from various points of view to-night, and I may say that were the Hudson Bay Railway as a whole under discussion I think I could adduce arguments which would at least moderate the views of my hon. friend from North Wellington (Mr. McMullen). But as that scheme is not now before the House, and I am sorry to say that it is not, I will not occupy the time of the House by urging arguments in favour of the construction of this road from Winnipeg to Hudson Bay. What we are now considering is a resolution moved by the Minister of the Interior to grant aid to that portion of the road from Winnipeg to the North Saskatchewan, which the Government intend to treat as a colonization road, and which they are perfectly justified in so treating. I may say that I should have been much more pleased, and I know the other members from Manitoba and the North-West would have been much pleased, and their constituents would have been much pleased, had the Government seen fit to extend aid to the whole road. That, however, they have not done, and I think half a loaf is better than no bread, and consequently I intend to support the resolution which is now before the House. But, Sir, I think that if hon. members who oppose it would pay a visit to the North-West, or, more correctly speaking, to the Province of Manitoba, and view the country which will be opened up by the proposed road, they would come to the same conclusion that I have arrived at, namely, that this is a public work which well deserves the sup-

port of this House and of the country. The Dauphin district is one of the most fruitful in Manitoba, and it is, I am informed by those who have lived there, a portion of the country which has the good fortune to escape the early frosts from which some other portions suffer. It is in this respect very like the district immediately round Portage la Prairie, and I believe that this is caused by the north winds being moderated as they pass over those great bodies of water, Lakes Winnipegosis and Manitoba. Whatever the cause may be, it is a fact that the farmers in that country have hitherto escaped the fall frosts which have, in other portions, caused disaster. Such being the case, you will not be surprised to learn that immigrants have flocked in there at a very rapid rate, and the settlers there find themselves not only inconvenienced, but actually impoverished, by not being able to get the grain they grow to market. Consequently, I will gladly support the resolution of the Minister of the Interior to grant this aid to the road in question, more particularly so as, when completed, I hope it will be the first step in a complete railway from Winnipeg to Hudson Bay, which will give the farmers of Manitoba a short line to the European markets, and that is of very great consequence to them, as every cent they can save in freight is just so much more in their pockets. I would ask the members of this House from every province to consider this resolution coolly and apart from all party feeling, and if they do so, and if they inform themselves on the state of the country, I feel sure that they will be found voting for the resolution which is now under discussion.

Resolution reported.

#### FIRST READING.

Bill (No. 118) respecting the Citizens' Insurance Company (from the Senate).—Mr. Desjardins, (Hochelaga.)

#### PAPASHASE INDIAN RESERVE.

Sir HECTOR LANGEVIN moved the adjournment of the House,

Mr. WATSON. Before the motion is adopted I desire to call the attention of the House to a matter of special importance. It was my intention to have brought it forward last Friday, and I have not had an opportunity to do so since. It is important that it should be brought before the House now. I find by advertisements that an Indian reserve is about to be sold by public sale, the Papashase reserve lying immediately south of Edmonton. It is to be sold on 2nd July. The notice given has been very short, and this is a matter for the consideration of the House. It is not in the best interests of Canada, and it is certainly not in the interests of the North-West, that large tracts of land should be locked up in the hands of speculators. It appears to me from the notices given of the sale that there is a big job on deck. The block of land advertized to be sold covers 25,000 acres, and it is situated in a region of country which is represented to be very valuable. Accompanying the advertisement a map is sent, together with a description of the land. The description of the land is furnished without the signature of the engineer who made the report

Mr. MACDONALD (Winnipeg).

or the Dominion land surveyor, and I must say that, judging from the description given in the pamphlet, I do not think any person who knows anything about the country, or about a prairie country, would not be willing to give a dollar an acre for the land. It has been represented to me by gentlemen who know the section and the district that these lands are valuable—they are good lands. They are situated almost immediately at the terminus of the Calgary and Edmonton Railway, a road which is under construction and which will be completed this fall. I hold that these lands should not be sold until the public have had an opportunity of seeing them and having facilities for getting there by railway. I am satisfied the lands will be enhanced in value by the construction of the road, and a much larger price will be obtained for them if sold after the railway is completed in that section of the country than if they are sold to-day. I believe these lands have not been occupied by the Indians for two or three years, and it might be interesting to know what particular demands have been made on the department for the sale of the lands at this particular date. The lands cover 40 square miles, or 25,600 acres, and would accommodate 160 settlers with their families, with 160 acres each. It is a great mistake to dispose of these lands at so short and limited a notice, for I find that, outside of the hand bills, advertisements have only been inserted in the following papers: *Free Press*, Winnipeg, 6th June; *Calgary Herald*, 9th June; *Regina Journal*, 9th June; *Regina Leader*, 9th June. The advertisements have not appeared in the Prince Albert and Saskatchewan papers. The lands are to be sold at Calgary, 200 miles from the reserve, and from the information furnished to me it appears that some speculator interested in purchasing the lands must have succeeded in getting the Government to advertize the lands for sale before the public have a chance of inspecting them, before the railway is completed, and before the public, wishing to obtain lands in that vicinity, can visit the country. For that reason I bring this matter before the House. Hon. members must know from our past history, and members of the North-West know, that the system of disposing of large tracts to speculators has been antagonistic to the country, and for that reason I have thought fit to draw the attention of the House to this matter, which I consider one of great importance, for it means a very great loss to the Dominion treasury. I desire the Minister of the Interior to state what particular demand has been made for the sale of these lands, and what is the object of now selling the lands through which the railway will be completed in a very few months? It cannot be to the interest of the department to do so, because it would receive a very much larger sum for the land after the railway is completed than it could possibly receive at the present day.

Mr. DEWDNEY. I think the hon. member for Marquette (Mr. Watson) has found a mare's nest. Two or three days ago the hon. gentleman met me in the corridor, and made a statement to me, which I did not take in a very serious manner, to this effect: He asked: What are you doing with the Indian lands near Edmonton, selling them? I replied, yes. The hon. gentleman answered that the description from the survey did not appear to

be as good as the information ought to be, and he added: I propose to bring the matter up on the Estimates. The next morning I sent for the surveyor, a very able man and one of our most able land surveyors, who had had this particular land under his supervision, who surveyed it two or three years ago, and who, last year, was sent up by me for the purpose of staking out every quarter-section and putting in posts, and making a detailed description of every quarter-section. It has been known that we were doing this throughout the country for the last six months. I will not dispute the dates given by the hon. gentleman as to the advertisements. I had been almost dreading the bill which would reach me in connection with this matter, particularly after I received a very large account for an advertisement I ordered some time ago, and was brought to my attention in this House. I made particular enquiries as to the extent the advertising had gone, as I did not wish to be extravagant. I am very much mistaken if there have not been advertisements in the North-West papers for four, five or six months respecting the sale of this land.

Mr. WATSON. The advertisements sent out by the Indian Department, signed by Mr. Van-koughnet, are dated at the Department of Indian Affairs, 15th May, 1891.

Mr. DEWDNEY. That might be the case. They were sent out to the Indian agents and others to be posted up, and to be added to the already extensive advertisements in the newspapers. In reference to the report which the surveyor has made of that land, I may mention that I have been over the land on more than one occasion, and I have been through that reserve north, south, east and west. Portions of the reserve is of excellent quality, but on others the soil is light and it is not so good. I pressed upon the Deputy Minister of Indian Affairs to impress upon the auctioneer, when he sold that property, that he should not exaggerate the description of the quality of the land of the Interior Department, and I did so because I found that an auctioneer, in order to get a large price, had described land far beyond what the reports of the land surveyors warranted, and on account of this we had, in several cases, to exchange the land bought for better land, because we found that the representations made to the purchasers were incorrect. I may say that a more able and a more honest and honourable man than Mr. Nelson, the land surveyor, is not in the service of the Dominion, and I place the greatest reliability in the descriptions he has given. He has valued every quarter-section, and it varies from two to five dollars per acre, and in looking through the field notes of the surveyor and getting explanations from Mr. Dennis, who is our inspector of surveys, I find that it is remarkable how well they agree with regard to the value of land. Now, with regard to the time of sale, I have probably as much experience as the hon. member for Marquette (Mr. Watson), and I am the responsible head of the department, and have to exercise my best judgment. I believe now, and I believed six months ago, that the time to sell that property was when the railway was just coming to this point and being finished, because, I believe it would then be more valuable than it would be in a year's time. When the railway is

being built is the time to get a boom in the land. The expiration of the contract time for the building of that railway is on the 1st July of this year, and I maintain that a better time could not be selected for the sale of that property. If we find that the land is not realizing what we think it should realize we will stop the sale, but my object is to get every dollar we can for the Indians who are interested in that reserve to place in the Indian funds. I do not know to-day one single individual who has talked of buying one acre of that land. I hope that the road will be built on the 1st July, and I believe that we can get a good price for the land then.

Mr. MILLS (Bothwell). Are these lands surrendered?

Mr. DEWDNEY. Yes; they belong to half-breeds who have taken scrip.

Mr. LAURIER. Do I understand that the lands were surrendered on receiving scrip?

Mr. DEWDNEY. Yes.

Mr. LAURIER. Will the money then go into the Indian funds?

Mr. DEWDNEY. Yes.

#### THE BUDGET DEBATE.

Sir RICHARD CARTWRIGHT. Does the hon. Minister intend to proceed with the Budget debate to-morrow, or is there any other business to take precedence of it?

Sir HECTOR LANGEVIN. We will ask the House to concur in the resolution that was passed to-day, then we will take the Admiralty Bill and then the Budget.

Sir RICHARD CARTWRIGHT. If the discussion to-morrow at all resembles the discussion of to-day it may mean going over the Budget discussion.

Mr. FOSTER. The discussion must have petered out to-day.

Sir RICHARD CARTWRIGHT. Are you quite sure?

Mr. FOSTER. No; not certain.

Sir RICHARD CARTWRIGHT. I think the Budget discussion should go on to-morrow. We consented practically to allow the matter to wait on the very distinct understanding that it would have been continued at once. It is quite impossible that the discussion on the resolution that we have introduced can be got through in one or two days. It may involve very much more delay than the hon. gentlemen think if they allow another day to pass without continuing the discussion.

Motion agreed to; and House adjourned at 11.10 p. m.

#### HOUSE OF COMMONS.

FRIDAY, 26th June, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

FIRST READING.

Bill (No. 114) for the better security and safety