

gentleman who has navigated the Hudson Bay that a vessel owned by a friend of his went out through Hudson Straits on the 15th of January, and if that is correct in one instance there is no reason why other vessels should not pass in and out in mid-winter. No doubt there will be some drawback to the navigation of the straits except during three months of the year. One great advantage of the opening up of this route is the facilities it will afford for the settlement of the country. Where could we get a better and safer route than this one for bringing in a population to our vast western territories. I may mention a fact that I had from my father: when he came to this country the vessel in which he sailed was detained two weeks in the same locality by calm weather. There was little or no ice, but there was a dead calm. Another point that I may refer to and explain is about the Hudson Bay Company only sending their vessels out about the 1st July. They do so because it suits them in more ways than one. Their boats from the north would not be down even then. They generally come about 1st the August with their supplies, and consequently the Hudson Bay Company have no reason to send their vessels any earlier than to arrive there about the 1st August. These are the only points I wanted to bring out, as they had not been touched upon by others. The question has been dealt with so fully that I do not believe I could add anything of consequence to what has been already said.

HON. MR. READ (Quinté)—I cannot allow this debate to close without giving my opinion, and I think I should give it with no uncertain sound. We should not allow an impression to go abroad that we would offer any encouragement to this project beyond what has already been done by the Government. Are we to spend an immense sum of money on a chimerical scheme like this at the present time? Do we desire that in the near future we should be taxed beyond endurance to meet this enormous outlay? I do not see what other sources of revenue remain, unless we put a tax on bills of exchange and promissory notes. The interest of our debt has got to be paid, and we must look to see where our revenue is coming from before we incur further expenditure. No doubt the hon. gentleman who has brought this matter up has done what he conceives to

be his duty to the people whom he represents; but in Ontario we have all the burdens we are able to bear, and I do not think we are disposed to incur any more indebtedness. We have been doing a great deal to develop the North-West. We have furnished means of communication with the seaboard, and we are now spending a large amount of money on the construction of a canal at Sault Ste. Marie. That is all that is likely to be required for many years to come. The very routes that are open now are nearer to water communication than the proposed railway. From Winnipeg to Port Arthur is a less distance than from Winnipeg to Fort Churchill, while Lake Superior is open for seven months of the year at least. From Port Arthur down to the sea there is an excellent water route, and it will be quite practicable to ship grain from Port Arthur to Liverpool when the deepening and enlarging of the St. Lawrence canals is completed. Vessels drawing 14 feet of water can then pass through from Port Arthur to the sea. I think the means of communication that we already possess will be ample for the requirements of the country for a number of years to come. We are told that \$25,000 a mile would be sufficient to construct this road. A different impression prevails in Ontario. To-day I presented a petition for legislation for a road through the heart of Ontario, in which power is asked to borrow to the extent of \$30,000 a mile. It is true that the line runs through a wooded country, but I doubt if a road can be built from Winnipeg to Hudson Bay at a less cost. Figures have been furnished to show that this Hudson Bay route would enable the people of Manitoba to ship 5,000,000 bushels of wheat in the fall of the year. I thought I would calculate how many cars it would take. It would take 250 trains of 20 cars each to carry that amount of wheat down to Fort Churchill. They could not do anything of the sort; they could not get the cars. It seems to me that we are asked to provide means to do an injury to ourselves—to spend money to take trade away from ourselves. I am willing to be reasonably liberal to my neighbors, but I think I have a right to look to myself. If we had not already been liberal in the extreme I would not oppose this scheme from any point of view; but the Government have offered a liberal land grant, and