

train service past our door through to Regina and make it a profitable route, where to-day it is in the hands of a receiver. Take the Manitoba and North-western Railway in its promotion to Prince Albert; we all want to see it built on to Prince Albert, and Battleford and Edmonton, and so on, across the continent because the country is a fine country along the whole route, pronounced by Government surveyors to be the fertile belt. It will pay the country; it will be a profitable investment for Canada. It will be a great aid in the distribution of the profits of labour and industry in that country. It is a country capable of great production, and we can find a profitable market in Great Britain for every single thing that we grow. It has been stated that we cannot grow wheat as cheaply or as successfully there as they can in other countries. That is a mistake, while perhaps we cannot grow it as cheaply as the Argentine Republic, we can grow much better wheat, which makes up for a portion of the difference. The value of wheat in the North-west country is 15c. more than in Ontario. Its value is actually in the baking power of the flour made from the wheat. A bag of flour which was manufactured up there was brought down here and tested in Belleville, or Trenton, or somewhere, against a bag of Ontario flour, and it made 12 pounds more bread per 100 lbs. of flour. There is the difference—one is soft wheat and the other hard wheat. These are facts which cannot be ignored. That gives a value to our wheat which the wheat of the Argentine Republic and other places does not possess. Therefore, while the country is eminently fitted for mixed farming, still there will always be a large amount of wheat grown. I will not detain the House any longer explaining my views in regard to this, beyond saying that the Lake Dauphin district is one which should have a railway built to it as soon as possible. There is a large population there, and they are 70 or 80 miles away from any communication. I see that the public press has stated that the Hudson Bay Railway parallels the Manitoba and North-western. In the press yesterday, I read an interview with Mr. Sutherland as to the proposed route. He spoke of utilizing the 40 miles that had been built, and then diverting the line round by the south of Lake Manitoba, and then extending northward on the west side of Lake Manitoba. Now, hon. gentlemen,

I do not think that that would be an intelligent route at all; I think it is an impossible route. As the hon. gentleman from Richmond says with regard to proceeding with the construction of that road before anything can be done at all, the engineers have to go in and the plan must be prepared and approved by the government; so that no expense can be incurred by the government or anybody else, until that is done. Further than that, the Hudson Bay Railway route is defined by statutory enactment. In the statutes of 1887, page 100, you will find an Act consolidating and amending the Acts relating to this company, and in the third section of that Act the route is defined as starting from Winnipeg northerly to Port Nelson, or Churchill, or some other point of the Hudson Bay, and to construct a branch from any point on its main line, at or near the crossing of the Saskatchewan River to a point on the Canadian Pacific Railway west of Lake Winnipegosis. Now the rule is, the route must be as straight to given points as possible. The statute of 1890, page 108, extends the time for completion of the main line to the Saskatchewan to four years from 21st June, 1890. The statute of 1891, page 88, says that the line of railway to be constructed south of Saskatchewan shall not be commenced until the location of the line is approved by the Governor General in Council. The statute of 1894, page 175, changes the name subject to former enactments of Hudson Bay Railway; therefore the location is governed by the enactment of 1887. If so, it would appear the Hudson Bay Railway must go between Lakes Manitoba and Winnipeg, which would not be serving the Lake Dauphin district, the immediate purpose we have in view. We want to see a road built by some company in some way into the Lake Dauphin district. We want to see the Manitoba and North-west Railway extended to Prince Albert, and the North-west Central extended to a point of junction with the Manitoba and North-west and both routes afforded a western connection with the Canadian Pacific Railway at Regina. We cannot move without public aid, and the lands that are now being given to the Hudson Bay Railway will provide aid and means for the construction of every one of these roads under the system of public aid that I have suggested, by the