

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