

THE SENATE.

*Ottawa, Tuesday, February 11th, 1890.*

THE SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

NEW SENATOR.

HON. MR. MASSON was introduced, and having taken the oath and signed the roll, took his seat.

THE HUDSON BAY ROUTE

INQUIRY.

HON. MR. BOULTON rose to—

Call the attention of the House and of the Government to the great advantages that would accrue to the Dominion of Canada at large from the construction of a railway from some point on the Canadian Pacific Railway to a terminus on the west coast of Hudson Bay, and to the great desirability of the immediate construction of such an important work; and inquire if it is the intention of the Government to undertake such a work?

He said: In bringing this question before the Senate it is for the purpose, coming, as I do, from the North-West Territories, of pointing out to the people of eastern Canada the importance that is attached to the construction of this road in the Province of Manitoba and the North-West Territories, and also to endeavor to disabuse the minds of many of the idea that the construction of the railway will be detrimental to the interest of the eastern Provinces. My opinion of the wisdom of bringing this matter before the Senate was confirmed by a remark made by one of my hon. friends when I told him of the motion I was bringing forward. He said he thought the project of navigating Hudson Bay was one of the greatest chimeras of the time. He followed up his observation by stating that the construction of the Hudson Bay Railway would divert trade from eastern channels into a northern channel. These observations confirmed me more than ever in my opinion that it was necessary to bring the subject before the Senate, through which any legislation must pass in connection with construction or assistance given towards the construction of that road. I shall not go into the early history of the discovery of Hudson Bay and subsequent explorations that have taken place in connection with it, but I may say that the

history of that great inland sea is of very great interest indeed. I will merely confine myself to stating that the first mention of Hudson Bay that we have, I believe, in the history of the country, is when Capt. Davis, on his return from the northern straits to which he gave his name, passed the entrance to Hudson Strait and conveyed the information home. That was in 1587. The information that he took home with him brought out Capt. Waymouth in 1602. He did not succeed in penetrating the straits but got sufficient information to know that the straits existed. He was followed by Capt. Hudson in 1610, who successfully passed through the straits and into Hudson Bay. Capt. Hudson's name is indelibly printed upon the geography of this country. To him we owe the name of that great bay which I believe and pray is yet to be the scene of a great hive of industry in the carrying trade of Canada. He gave his name to the great territory east and south of it and to the Hudson Bay Co., which has been trading in that country for 200 years, and he is now about to give his name to the railway which I hope will soon connect the settled portion of Manitoba and the North West, with that inland sea. Capt. Hudson came in a little ship called the "Discovery," a vessel of only 55 tons burden. The name is most euphonic, so far as the discoveries he made in it are concerned, and his sad end will bring tears to the stoutest heart. In the voyage of 1610, while sailing the bay, his crew mutinied and they turned him adrift with his only son in an open boat. Nothing more has been heard from him from that time to this, but his name has been handed down to posterity as one to be honored, representing those daring hearts that did so much for the opening up and civilization of this continent in those early days—daring explorers, whose deeds are paralleled in the present day by those of Stanley in Africa, and, as we have lately seen, by two young ladies who girdled the world in the shortest space of time—72 days. Taking these two different extremes only shows what we have arrived at, so far as civilization and progress are concerned. It is further interesting to know that the Hudson Bay Railway is designed to compete for the traffic which finds its outlet by a route bearing Hudson's name also, in the south. It is designed to compete for the trade that finds its way by