

for its future, it is the Northwest. It is a little too late for my hon. friend to repeat the story that we used to hear 25 or 50 years ago—practically before we could grow wheat in that country—that the eastern provinces of Canada were the taxpayers for building up the Northwest. The hope of Canada is in opening and building up and developing the great Northwest. I have no objection to the production of statistics on this subject, but I do not think my hon. friend is justified in making the remarks he has made to-day, with the information that the Senate had before them in the investigations made in the past. If he imagines that we are going to be influenced by criticisms of this route he has rather reflected on the intelligence of the members of this House, because we have paid a good deal of attention to the navigation of Hudson bay, and our information on that subject does not warrant the statements the hon. gentleman has made in the House to-day.

Hon. Mr. DAVIS—I was very much surprised at the speech of my hon. friend from Montreal in regard to the Hudson Bay route. I do not remember him taking such strong ground against the expenditure of money in building that road when it was first proposed. I do not think it is right for members representing the older provinces to be continually claiming that the eastern people have to pay all the bills for the development of the West.

Hon. Mr. CASGRAIN—And no railroads!

Hon. Mr. DAVIS—My friend is a small Canadian. He must realize that the West is growing rapidly, and that the wealth of the country is coming from that part of Canada at present. We have built railways in the East. We built the Intercolonial railway and we know that the money that was put into that railway has not been paid yet, but is represented by outstanding bonds. The people of the West are glad to pay their share of it, and nobody has heard any of them kicking about the expenditure. It is bad policy for any Canadian to be constantly knocking any part of his country. My hon. friend has never heard me knocking any part of the province of Quebec. There may be places in Quebec where there are icebergs and stones and all that kind of thing, but I have never drawn the attention of the House to them. As a matter of fact, all the evidence we have had for years in connection with northern Saskatchewan and

Alberta establishes the fact that there is a lot of first-class agricultural land there. I have seen the reports of experts, men who have travelled over that country and know what they are talking about, and I am prepared to accept their statements a good deal quicker than I would accept the statements of my hon. friend who has just made a speech decrying that country. We know that there is any amount of first-class land.

Hon. Mr. POWER—Where?

Hon. Mr. DAVIS—All along that line of railway, much better than some of the land cultivated in other parts of this country—in Nova Scotia, and New Brunswick, and the county of Addington out here—100 per cent better, and that people will go and settle in there. Then there is the question of building this line as a colonization road. Apart from the shipping of grain to Europe, the fact that that country to the north had to be opened up and that a colonization road had to be put in there was very obvious to everybody in this country. I know a place within sixty miles of the part of this line already constructed where an expert from Cobalt reported that he saw over fifty million dollars' worth of sulphate. That is a smelting proposition, and there are all kinds of minerals there. The Ontario Government built a road through a country where there was not nearly as much agricultural land, or nearly as much timber land as in the 500 miles where we are going to build the Hudson Bay road, and there was the same sort of criticism of that enterprise as we are now hearing in connection with the Hudson Bay road. We do not hear that criticism now about that Ontario road, because it has opened up the Cobalt country and the gold region farther north, that have produced enormous amounts of wealth. Our north country will be well explored after the war is over. Another source of wealth is the fisheries of Hudson bay. We have any amount of fisheries that have never been touched. The very best fish are to be found in that country. Immense lakes are teeming with fish that will add to the traffic of that road when it is built. I am not prepared to say that Port Nelson is a proper terminal for the road, but I suppose that the Government engineers ought to know better than I do where the road should end. One thing we do know, is that Churchill has been used as a port for hundreds of years, and that at one time it was an important harbour.