

on which he relied so much, namely, that in some places the ice went down to the bottom, is incredible, for these places are three hundred and a still greater number of fathoms deep.

Mr. LAURIER. What says the report?

Mr. MILLS (Bothwell). That was the report he read.

Mr. DAVIN. He read the evidence of witnesses. I think myself that Mr. Gordon was prejudiced against the road. I say he was, because we have the evidence of experts, men just as skilful as he, who made these voyages within the middle of June and November, and they declare solemnly that these Straits are navigable for three and four months during the year. What is the fact? That route is the historical route. It is the route the Hudson Bay Company has used. My hon. friend was again incorrect when he stated that the Hudson Bay Company was accustomed to build and buy ships of great strength. Why, they do nothing of the kind. They have been accustomed to buy ships by no means so strong as the hon. gentleman represented, and it is in evidence they have sometimes bought ships anything but strong. They require boats not drawing much water, in order that they may be able to go up to York Factory, where the water is very shallow. It is because this is part of the great Hudson Bay Railway that I support it.

Mr. MILLS (Bothwell). It may go in the opposite direction.

Mr. DAVIN. How?

Mr. MILLS (Bothwell.) It may run to the North-West.

Mr. DAVIN. One moment. My hon. friend from Selkirk naturally looked at this from a Manitoba point of view. I naturally look at it from a North-West point of view; and if my hon. friend from Prince Albert (Mr. Macdowall), who takes a very deep interest in this question, were here, he would also look at it from the point of view of the North-West. What I look forward to is the time when we shall have a railway running almost in a straight line from Fort Churchill down to San Francisco: and what would that do? It would drain all the wealth of the Pacific coast, not merely in Canada, but in the United States. The distance from the Hudson Bay at Fort Nelson to San Francisco is exactly the same as from San Francisco to Chicago, and, under these circumstances, looking at the immense length of a railway from Chicago to the Atlantic, if you take the distance—because you get to the short parallels—from Hudson Bay to Liverpool, you will find that by the Hudson Bay route, of which I now speak, Japan will be 2,300 miles nearer Liverpool than it is to-day. Such a railway would bring the North-West from 700 to 1,000 miles nearer to Liverpool. What does that mean for the North-West farmer—for the men of Prince Albert and Battleford, and Moose Jaw, and Regina? It means 15 cents a bushel more for their wheat than can be got under the present conditions of transport. And under those circumstances I say that, once grant that those Straits are navigable for three or four months in the year, you have the real North-West railway which is to take out the grain of the North-West. I may refer to the speech of my hon. friend, the member for North Wellington

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(Mr. McMullen), to whose remarks I always pay the greatest possible attention, because he is one of the most laborious and most estimable members of this House, and it is always instructive to listen to him. He takes the greatest possible pains to gather facts and figures, and he is always well posted. The only fault I have to find with him is probably that the light that gleams on those figures is not of the broadest kind. Now, I found him somewhat inconsistent. I was very glad to hear him say—because I think I heard something different from these hon. gentlemen in other days—that he wanted immigration to go into that country; he said that he wanted immigration to go into Ontario, and, to make room for these immigrants, he wanted the people of Ontario, whose farms are so largely mortgaged, to go up to the North-West. He wants to have boundless room for these people in the North-West, but he objects to a small expenditure which would result in opening up more country for them to occupy. I found that somewhat inconsistent. When conversing with merchants in Quebec, in Toronto and in Montreal, I found that already the custom of the North-West is of the greatest value to them. My hon. friend from Wellington (Mr. McMullen) speaks in reference to certain municipalities in the west, and proposes that, until they get something which he says they are entitled to, nothing more should be done to the North-West. Sir, the North-West is like some vast undeveloped farm belonging to the people of Canada, and, as you develop it, you add to the wealth of Canada. If you go to the merchants and manufacturers of Canada from Quebec, the old capital, to Sarnia, they will declare to you that they have done well out of the North-West, and the more you swell the population there and the more you bring in the immigration which I am glad to see my hon. friend is desirous of having brought in the more it will be for the general benefit of Canada. My hon. friend talks about this as a wild-cat scheme and as being impracticable. We heard the same thing about the Canadian Pacific Railway in other days, and not so long ago; but from the same hon. gentlemen who talked about that railway ten or twelve years ago with doubt we now hear that it is a great railway. It is a great railway, but within two or three years with a single line, as every one knows, as Mr. Van Horne knows, it will be inadequate to take out the produce of the North-West to the sea.

Mr. MILLS (Bothwell). How many trains are run a day?

Mr. DAVIN. I do not know, but I do not think a great many more trains can be run with a single line. You may know more about railways than I do. I do not profess to be a railway man. But I have heard railway men say that with a single line the Canadian Pacific Railway will not be able in a short time to carry the produce of the North-West. My hon. friend from Bothwell (Mr. Mills) smiles incredulously. It is the amiable disease of the philosophic mind to be incredulous.

Mr. MILLS (Bothwell). Then you ought to be the most incredulous man in the House.

Mr. DAVIN. I have a buoyant nature, which counterbalances my philosophic pessimism. I have heard railway men say that they doubt, and even in 1887 they doubted, whether the Canadian Pacific Railway would be able to carry all the produce of the North-West. Anyway, it is certain