

Bay is navigable for four months of each year, and that a ship designed for those waters must be of a very different character, and be very differently equipped from those vessels which were sent there by the Government. The "Alert," formerly known as the "Arctic," was a very good ship for what she was constructed to do; but ships, like horses, must be selected to suit the purpose that one has in view. You cannot combine in the one animal the qualities of the racer and the cart horse. And so it is with ships: you cannot utilize a vessel for one service which was designed for a totally different service. While the "Arctic," or "Alert," was well fitted for housing men in an Arctic climate, she was not built for speed. She depended more on her sails than on her screw. A very different class of vessels would be required to carry grain on the Hudson Bay route. They would require to have greater capacity and a higher speed. Six knots an hour was the speed of the "Alert." A ship designed for the Hudson Bay trade should have a capacity of about 6,000 tons and a speed of not less than twelve knots an hour. I think the fact that Hudson Straits can be navigated for four months of the year has been pretty clearly demonstrated, but when you come to the question of the Government building a railway 700 miles long at a cost of not less than \$20,000 per mile it is asking a good deal. The Government have gone a long way already. They have offered a land grant of 6,400 acres per mile.

HON. MR. BOULTON—The grant is 6,400 acres per mile in the Province of Manitoba and 12,800 acres per mile outside of the Province.

HON. MR. HOWLAN—I think, therefore, that the Government must have satisfied themselves, to a certain extent, as to the practicability of this northern route; otherwise, they would not have made such an offer. If those lands in Manitoba are worth \$2 per acre that would be a contribution from the Dominion Government of \$12,800 per mile for the portion of the road in the Province, or three-fifths of the estimated cost of construction. I am not prepared to estimate the value of the land grant outside of Manitoba, but it must represent a very

considerable contribution towards the undertaking. One gratifying feature of this discussion is the statement of the fact that so small a community was able to export in one year 13,000,000 bushels of grain. Nobody could have predicted such an extraordinary result in so short a time from the opening up of that country — nobody could have anticipated that so soon after the building of the Canadian Pacific Railway it would be blocked with grain produced in that sparse settlement. Very soon we may hope to see the export from the North-West doubled and quadrupled. It is no exaggerated estimate of the possibilities of the near future. Last year California exported 32,000,000 bushels of grain, and I think the total production of the State was 61,000,000 bushels. At a very moderate estimate, in twenty years from now the trade of the North-West will exceed the capacity of the existing routes to handle it, and the Government will therefore look favorably upon any project which tends to increase the facilities of transportation in that country. I think we are safe in leaving the matter in their hands. The Government that has grappled successfully with the Canadian Pacific Railway, and made it a success, and promoted the settlement and development of our great North-West, will go forward in the same spirit, and may safely be trusted to provide for the wants of the country which my hon. friend from Shell River so ably represents.

HON. MR. GIRARD—This question has been brought before the House from time to time, and on every occasion has excited deep interest. I did not expect that it would give rise to a long discussion to-day on the probable cost of the undertaking. This House cannot in any way deal with the question of expenditure, and our only object in discussing the matter here is to impress the Senate and the country with the importance of the project. I have no doubt that the Hudson Bay Railway will be constructed before long. The rapid settlement of Manitoba and the North-West will render its construction necessary. We need it in the interests of the Dominion as well as in our own interests. We cannot much longer leave the natural wealth on the shores of the Hudson Bay undeveloped. We must either undertake this