

than a certain amount of grain to Port Arthur by a stated period (say, the middle of November) are limited; but if we had this other outlet by way of Hudson Bay we could ship probably four or five millions of bushels in the fall of the year. Now, at 10 cents a bushel the saving on five millions of bushels would represent \$500,000 a year to the people of the North-West Territories—they would gain that much by being able to transport that quantity of wheat by the northern route, instead of paying all rail rates to the Atlantic ports or holding it over until the opening of navigation in the following spring. That is a most important point to us, and stimulates us to put forth every energy in order to accomplish the object for which we have been working and striving for several years past. We have difficulties to encounter in our Province, because we are not possessed of our Crown lands. We have not the public resources to undertake a work of that kind in the same way that you have down here. We have no revenue of any description, except the income which we are allowed by the law of the country. We have no public resources within ourselves, and, therefore, we have to appeal to the enterprise and generosity of the people in the east to assist us in the construction of this road. All that has been done, so far, is to offer a land grant, amounting to six or eight millions of acres of land, as an assistance to the construction of that road, and so far we have not been able to accomplish anything with that assistance. The railway company has been organized, and has been making an effort to get capital for several years past, but the land grant has not been sufficient. We have not yet found that any land grant in that western country, even when the lands were situated in the most fertile portions of the North-West, has been sufficient to attract capital to build a single mile of railway. The Manitoba and North-Western Railway Company, whose line passes through what I think is the garden of the North-West, and whose lands are situated all along the railway, could not raise money in Europe to build the road. They had to get the Provincial Government to guarantee \$6,400 a mile on their bonds, taking the land grant as a security for the repayment of the guarantee, but until the Provincial Government gave that guarantee to the Manitoba and North-

Western, the Manitoba and South-Western, and other railways projected there, they were not able to raise money in Europe to build a mile of road, because the capitalists will not take the whole responsibility of developing that country. Similar difficulties present themselves when the gentlemen who are interested in the Hudson Bay Railway make an effort to promote the construction of their road. For that reason, we are all anxious either that the Dominion Government should undertake the work as a national highway, which it really is, penetrating the interior of the continent and carrying, not only our trade, but traffic from the neighboring Republic; or, if they do not feel in a position to undertake the construction of the road as a national work, they should give assistance of such a practical character that it will enable private capitalists to take hold of it and carry on the construction of the road.

HON. MR. POWER—Perhaps the hon. gentleman will tell me how many miles long the proposed road is?

HON. MR. BOULTON—The proposed road is 700 miles long from Winnipeg to Churchill.

HON. MR. POWER—A little longer than the Intercolonial Railway.

HON. MR. BOULTON—Yes; a little longer. There is just one other point that I wish to dwell upon, and that is that the construction of this road would not be against the interests of the people of eastern Canada.

HON. MR. DEVER—It will be no loss to the eastern Provinces to lose their traffic.

HON. MR. BOULTON—It will not, for this reason: that under the most favorable circumstances, according to all the reports, the navigation of Hudson Straits lasts for about four months of the year, and therefore any development that takes place in consequence of the construction of that road must benefit the eastern Provinces for eight months of the year, because the freight must find its outlet eastward by the Canadian Pacific Railway for two-thirds of the years. If that northern route is developed it will help to build up the North-West Territory, and thereby increase the traffic from that country; and