

other side, my hon. friend from Halifax has endeavored to belittle that North-West country and its resources, and the capabilities of the Hudson Bay route for transporting the products of the North-West to Europe. I have not taken the pains that my hon. friend has in looking up this matter, but from the reports I have read of those who have investigated the question of navigating Hudson Bay I have come to the conclusion that we will have that route open for nearly four months every year. My hon. friend spoke of the "Alert," and I asked him what time she was at Hudson Bay? He replied in the month of June. We know that in the early part of June there are large ice floes and small icebergs in that region, but in the autumn of the year, when we most require that communication and when it would be of the greatest advantage to the North-West, those difficulties do not exist. My hon. friend tells us that the temperature of Hudson Bay is 14 degrees higher than the temperature of Lake Superior at the same season of the year. It is a fact of which I was not before aware, and it tends to strongly confirm my belief in the practicability of the Hudson Bay route. Though we in Nova Scotia have no direct interest in opening up the Hudson Bay route—in fact, many people believe that it would divert trade from the Maritime Provinces, though I never could see it—yet at the same time, believing, as I do, that we must legislate here, not in the interest of any one Province, but for the benefit of the whole Dominion, and feeling, as I do, that the opening of this route would rapidly increase the population of the North-West, I shall give it my support, believing it to be in the interests of the whole Dominion. I am proud, as a Canadian, of what the hon. gentleman from Shell River has said about the North-West.

HON. MR. DEVER—Buncombe!

HON. MR. KAULBACH—Although the answer that he may get from the Government to-day may not be all that he desires, yet in bringing the matter before us he has done much towards speeding the time when this project will be accomplished and a route opened for commerce. My hon. friend from St. John says "buncombe," and I do not know where that comes in or to whom he applies it—whether he

applies it to myself or to my hon. friend from Shell River. If he applies it to myself, I can regard it with perfect complacency and even with amusement. When we in this country array ourselves, one Province against another, and say that we will not support an undertaking because it may possibly injure the trade of some section of the Dominion, we cease to be patriotic. I believe that the interests of this country do not run in parallel lines, antagonistic to each other, but that they act and re-act upon each other. I believe that the prosperity of any part of Canada must tend to promote the prosperity of all. You cannot depress a portion of the country without affecting the commercial prosperity of the whole Dominion. I have risen on the spur of the moment, not expecting that this matter would go further than the remarks made by the hon. gentleman who puts the question. He has opened up the subject in a manner creditable to himself, and shown us the advantages which the construction of the Hudson Bay Railway will confer upon the whole Dominion, and more particularly upon that part of it from which he comes. If the Hudson Bay route can be made a practicable channel for commerce it will do more than anything else to fill the North-West with a large population, and its benefits will extend to every portion of the Dominion.

HON. MR. HOWLAN—I do not rise to prolong this debate further than to congratulate my hon. friend on the very able and distinct manner in which he has brought this matter before the House. We are all indebted to him for the information he has furnished. On the question of the navigation of the Hudson Bay at certain times in the year, I have to differ from the conclusions of my hon. friend from Halifax. We had a parliamentary committee some sessions ago, which took up this question, and examined several witnesses, and had access to the logs of Hudson Bay Company's vessels extending over a period of some thirty-seven years. We had also before us a report of a British Admiral, in which it was gravely stated that the Gulf of St. Lawrence would only be navigable for a much shorter period each year than we know the Hudson Bay to be open to vessels. I am one of those who believe and stoutly maintain that Hudson