

Hon. Mr. SPROULE—It may be that the Hudson bay route will be much more valuable than we anticipated. Another question that often passes through my mind and that seemed to me to be an argument somewhat in favour of the road, is that the old Hudson bay traders who carried on navigation through the straits between two and three hundred years, so far as the records tell, left no evidence of their having lost old wooden vessels, which could not be as fit for such navigation as modern vessels are. I think the records show that they never lost but one or two of those vessels on that route. Now, if they were able to carry on navigation with inferior vessels, what could be done if you put on that route very high class steam vessels? It seemed to me that that was an argument in favour of the route. But it is said by some that if you avail yourself of that route the grain must remain in that country over the winter and spring and summer before it can be shipped, because it would not be available for shipment during the season of navigation in the fall of the year when the grain was raised. But look at the present situation. How many million bushels of last year's grain remain in that country to-day, and will not be shipped out until the time when there would be navigation in the Hudson bay. Why, there will be millions of bushels of last year's crop that will not be moved until next winter. Might not that just as well go out by Hudson bay as come eastward? And if they could save 10 cents a bushel on it, see what a valuable return there would be to that country.

Hon. Mr. WATSON—Hear, hear.

Hon. Mr. SPROULE—Those are the arguments that incline me to the opinion that there may be and probably is a valuable route there if money enough is spent on it to make it practicable. It will be a valuable route and most useful for the people of that Western country, whether it will be so for us in the East or not.

Hon. Mr. EDWARDS—May I be permitted to trespass sufficiently to say that if any hon. gentleman will look at the remarks I have made on the Georgian Bay canal for the last 30 years in Parliament he will find that on no occasion did I support that project.

Hon. Mr. SPROULE—I must apologize to the hon. gentleman. I misunderstood

Hon. Mr. SPROULE.

him. In this Ottawa valley they will say it shows bad judgment.

Hon. Mr. POPE—I should like to ask the hon. gentleman where we could look and find something that he did support?

Hon. Mr. EDWARDS—I will let my hon. friend do that himself; it may interest him.

Hon. Mr. POWER—There are two or three points that occur to me with respect to this matter. In the first place, I may mention the thing that was said last. The hon. gentleman from Gray spoke of the Hudson bay wooden ships as having made trips to Hudson bay for a period covering something like 300 years. That is perfectly true. But if the hon. gentleman will examine the records he will find that those ships never entered Hudson bay before the middle of July, and they got out in the end of August, or beginning of September. The hon. gentleman from Prince Albert (Hon. Mr. Davis) I thought reflected in a more or less objectionable strain upon the hon. gentleman from De Lanaudière (Hon. Mr. Casgrain) for having spoken as he did. The hon. gentleman from De Lanaudière made a speech which could not be offensive to any one. It was a perfectly courteous and proper speech for the Senate, and the Senate is a place for free speech. I do not think the hon. gentleman from Prince Albert, or any other member of the House, has a right to sneer at any hon. gentleman who makes a courteous speech, and especially a speech which contained such valuable information as that made by the hon. gentleman from De Lanaudière. The hon. gentleman from Prince Albert was chairman of the committee which last dealt with this subject of the navigation of Hudson bay. I have been a member of, I think, about five committees of the Senate, covering a period of twenty years, where the question of the navigability of Hudson bay and the agricultural and lumbering prospects of the country west of Hudson bay have been considered, and I may be prejudiced—perhaps I was—but I do not think that any one of these committees which considered the question was satisfied that the navigation of Hudson bay was likely to prove very practical and satisfactory. The hon. gentleman from Prince Albert took the ground that the longer we live the more favourably we regard the Hudson bay route. We have had references made to Commander Wakeham's and Mr. Lowe's reports, and some other