

Mr. DENISON. It is not altogether a question of settlement. I am in favour of still more developing our country. I believe in opening up the whole country, and I believe, too, that we cannot have too much development.

Mr. MACDONELL (Algoma). I did not expect to have an opportunity of addressing the House on this question to-night, but as the hon. member for East Simcoe (Mr. Spohn) has asked what will be the position of the member for Algoma on this question I take the opportunity now to reply. I listened with a great deal of attention to the remarks of the Minister of the Interior and I also listened with attention to the introductory remarks of the hon. member for East Simcoe (Mr. Spohn), but as his argument appeared to me to stray far afield, and as the gentlemen in the back benches sweltering under a semi-tropical sun could hardly stand the pressure when he talked of the immense icebergs and the floating ice in Hudson Bay, I took the opportunity to retire from the House at that time to get into a cooler sphere. Now, I wish to tell the hon. gentleman that with regard to my own district of Algoma I can place myself on record in a very decided way. The hon. gentleman's argument, as I said before, appeared to wander far afield: it wandered in fact all the way to Hudson Bay, where this resolution did not intend to carry it at all. As I understand the proposition made by the Government to-night, it is a question whether or not the Government of the day will bonus a colonization railway to some point on the Saskatchewan. That scheme I am prepared to support, and I may tell the hon. gentleman and the House that I would be prepared to go even further to-night if the matter under discussion was to subsidize or bonus the whole Hudson Bay Railway. With regard to the district which I have the honour to represent, the hon. member for East Simcoe (Mr. Spohn) evidently intended to make it appear that if I supported this scheme it would be taking traffic away from the town to which I belong and from other towns in the district of Algoma. I dispute that contention *in toto*. I think, Sir, that by the development of the great west there will be traffic enough for us all, whether we are residents of Port Arthur, or whether we are residents of Winnipeg, or whether we are residents of Toronto, or any other city of Canada; and I am prepared to-night to support this resolution on the ground that this railway opens up one of the finest stretches of country in the Province of Manitoba. There is no finer part of the Dominion of Canada than the Lake Dauphin country, through which it is proposed to construct this railway, and, as I have already said, I would be disposed to go further than even subsidizing this railway, and subsidize the whole Hudson Bay road. I cannot approve of the stand which the hon. member for North Wellington (Mr. McMullen) has taken to-night, for it strikes me that his policy is a very selfish one to propose in this House. It strikes me, as a western man, as a man whose duty it is to develop, to the greatest extent, his own district, as well as the whole western district of this great Dominion of Canada, that the hon. gentleman's proposition is selfish in the extreme. I come to this Parliament as a representative of those people who have received aid from the present Government to build a railway through a mining region,

Mr. MILLS (Bothwell.)

and I can say to the members of this House that I am not prepared to support this resolution? I had the honour of coming to Ottawa with my predecessor in the representation of Algoma and soliciting aid for the construction of a railway in my district. Let me ask, who are building that railway to-day? They are not my political friends nor the political friends of the Government, but they got that aid, and that railway is being constructed through a mining region, as I said, almost a wilderness. It is through a mining district, and the result remains to be seen what the producing capacity and what the output of that district is going to be. Sir, my district has received from this Government nearly \$300,000 to aid in the construction of that railway, and would I not be a craven to that district and to the Dominion of Canada if I did not stand up here to-night and advocate the grant to this railway which has been proposed by the hon. Minister of the Interior? Therefore, I shall vote for the resolution.

Mr. FORBES. Before the resolution is put I would like to say a few words. Though as a member of this House I am favourable generally to the granting of bonuses to railways, I do not agree with the object of this resolution, which is for the grant by this Parliament of \$80,000 a year for twenty years for the building of a railway to Hudson Bay. If the object is to aid in the extension of the road to Hudson Bay, a distance of some 800 miles, then all I can say is that that has not been honestly put before the House in the resolution as it stands. The objections to this project which have been put forward by the hon. member for East Simcoe (Mr. Spohn) are most pertinent to the case, and there has been no attempt to answer them. The experts who were sent out by the Dominion Government have shown that Hudson Straits are actually non-navigable, except for two or possibly three months in the year. Now, if the syndicate who are promoting this undertaking are doing it on a commercial basis they should make some effort to show that the reports of these experts are not in accordance with the facts, and they should be prepared to lay before the House proper evidence in contradiction of the statements made by the hon. member for East Simcoe. Moreover, I would call the attention of the Maritime Province members in this House to the effect of the passage of this resolution on the Atlantic ports of the Dominion. We have in Nova Scotia a large grain elevator, which was built for the purpose of holding the grain brought from western Canada over the Intercolonial Railway and other railroads for shipment to foreign ports. If it is intended by this resolution to divert that line of trade from the Intercolonial Railway, the Canadian Pacific Railway, the Grand Trunk Railway, and the Maritime ports to the Hudson Bay, I take it that the Maritime members of this House will, as a unit, oppose it—not on the general principle that it is wrong to subsidize railways, but because the impracticability also of this scheme is a sufficient excuse for them to oppose the diversion of that trade which should come to their own ports. My province, one of the counties of which I have the honour to represent, has put forward paramount claims for aid to railways. We have in the Counties of Queen's and Shelburne a strong agitation on foot for a railway