

several years past. This is not rolling up debt against this country. We have been giving liberal subsidies to any company willing to extend railways to any part of the country where there were settlements and where there was no settlement at present. This is a colonization railway, not aided by land but by a money subsidy; not as money given away, but a loan of money from the country, for which we are to get a return in the shape of the carriage of mails and freight which will be needed as settlement advances. It is not as if this road were going to pass through a country all of which had to be settled, because there are different sections already well settled.

Mr. LISTER. Did I understand the hon. gentleman to say there was no land subsidy?

Mr. SPROULE. This resolution does not offer a land subsidy, but a loan, for which we are to receive labour in return. I am speaking of the resolution which is now engaging our attention. There are localities where considerable settlement has taken place already, and it becomes important that a railway should be built at the earliest possible date, and therefore the necessity of devising some scheme whereby gentlemen can obtain money to build it. When we remember that we are not piling up debt, but that it is a loan from which we shall receive a return in a short time, and that we are not giving all the money to-day but spreading it over twenty years, when settlement will have reached that country, not only from Ontario and other provinces but from European countries, it is apparent that we will obtain not only a return of the money but a much larger return in the shape of dutiable materials consumed. I do not understand why Ontario people should feel injured because we propose to give to their friends and relatives some of the facilities and conveniences of life found in that part of the country which they have left. The hon. member for Wellington (Mr. McMullen) has no doubt many of his constituents out there, as I and many others in Ontario have. It is not unfair and unjust to assist them to cope with the difficulties incidental to a new country.

Mr. MILLS (Bothwell). Did the hon. gentleman not vote against the proposed charter through this part of the country when proposed by the hon. member for Marquette (Mr. Watson) last year?

Mr. SPROULE. I am talking of the present motion, and if the philosopher for Bothwell (Mr. Mills) will confine himself to the subject I will be content to answer his question. The opposition to this measure is most unreasonable, illogical and unfair, and I do not think any people in Ontario would condemn the proposal to aid in building a railway through this very important part of the country, where there is plenty of water, plenty of timber and arable land.

Mr. DENISON. The hon. member for East Simcoe (Mr. Spohn) seemed to wish to have some opinions from Ontario members in regard to granting \$80,000 a year. As a member for Ontario I may say I heartily endorse the grant of \$80,000 per annum for this railway, and I do so for this reason: that it is a part of the country which is entirely unknown and unsettled beyond the confines of Manitoba; within the confines of Manitoba, I understand, it is fairly well settled, and the people there require means of access to the markets of Ontario and the

east, while beyond that little or nothing is known. From that district up to Hudson Bay it is practically a *terra incognita*—people know little about it; but with the expenditure of this sum of money the people of Canada can have access to that inland sea and will be able to know whether the fisheries are as productive as they are reported. We will be able to see also whether the forests are capable of development in the way of timber limits, and so forth.

Mr. GIBSON. Hear, hear.

Mr. DENISON. It is most likely also that there will be a great development of mineral wealth in that district. An hon. gentleman says "hear, hear," but I recollect hon. gentlemen opposite spoke in the same way about the Canadian Pacific Railway. We were told by them that the Canadian Pacific Railway would not earn sufficient to pay for axle grease for running it; but we find now that the Canadian Pacific Railway is the only railway in the whole country paying a dividend, not only on its bonds but on its stock, a fact which I think can hardly be said about another railway in the whole length and breadth of Canada. When hon. gentlemen opposite occupied the Treasury benches they concluded it would not pay to build the Canadian Pacific Railway line through the Lake Superior section. They started their line from Port Arthur, but now we find that part of the road developing into one of the richest nickel countries in the whole world, and we find many thousands of people pouring into that country, while a few years ago we looked upon it as useless and barren. Again, Sir, when I was west of the Rockies, two years ago, I was told that the Kootenay district was developing into a rich and valuable country; the Canadian Pacific Railway let daylight in there, allowed the people to get in their machinery and gave them a chance of prospecting and developing its great riches. From the very first I have always had strong views on the question of assisting the construction of a railway to Hudson Bay, and whether the outlet to the sea can be used or not is really after all, to my mind, a secondary consideration. Of course, if it can be developed, and a line of steamships can be run from Fort Churchill or Fort Nelson to England and other European ports, it will be a great advantage, and the hon. member for Selkirk (Mr. Daly) has read to-night the statements of a dozen or more gentlemen showing that that bay was open to navigation from three to five months during the summer. We all know that for 200 years back the Hudson Bay Company have been sending their steamers there every year. It has been an accessible water for 200 years, and we have never heard of any disaster happening. Even supposing that this does not turn out as good a route as we should hope, still it will develop that great inland sea, and will permit the Canadian people, who have an adventurous turn of mind, to prospect that country and to fish on the seas. I am satisfied that the people of Canada will never regret the granting of the small sum of money asked for this great Dominion work, which will develop that valuable country.

Mr. MILLS (Bothwell). I would like to ask the hon. gentleman if he has considered how many million acres there are which have been opened up by railway communication in the North-West, where no settlement has yet been had and which are still open for settlers?