

authorities to show the navigability of those Straits:—

"Dr. Bell, of the Canadian Geological Survey, who has made five voyages through the strait: Navigable from middle of June to middle of November.

"Captain Jacob Tabor, a New Bedford whaler: From first of July to first of November.

"Captain St. Clair, New Bedford whaler: From first of July to middle of November.

"Captain Clisby, of New London, Conn., who has had 14 years' experience in those waters: Four months and often five.

"Captain William Kennedy, who commanded an expedition in search of the remains of Sir John Franklin, and who has had eight years' experience of the Strait: From June to November.

"Mr. W. A. Archibald, for many years in the service of the Hudson Bay Company at Moose Factory: From June to December.

"Captain William Hackland, in the Hudson Bay Company's service for 39 years: Strait never freezes; no reason why steamships should not navigate it any time.

"The Canadian Government sent three expeditions to the Strait and Bay—1854-85-86—under command of Lieutenant Gordon, in all of whose reports the period of the navigation of the Strait is placed at four months.

"Captain J. J. Barry, the first officer in each of the expeditions, an experienced Newfoundland sealer, thinks ocean steamers can enter as early as June, and can certainly come out as late as December.

"Mr. W. A. Ashe, Superintendent of the Quebec Observatory, the officer of the expedition in charge of the station on the north coast of the Strait, from August, 1884, to September, 1885, says the Strait is navigable for from four and a-half to six and a-half months, varying accordingly to the class of the ship.

"Mr. William Skynner, an officer who accompanied the three expeditions, thinks the Straits can be navigated from June to December.

"Commodore Markham, R.N., an experienced Arctic navigator, accompanied the expedition of 1886. He reports: 'I believe the Strait will be found navigable for at least four months of every year, and probably often for five or more. There will, I have no doubt, be many years when navigation can be carried out safely and surely from the first of June until the end of November.'

"Captain John Macpherson, of Stepney, London, as first officer and captain in the service of the Hudson Bay Company, made voyages from London and Stromness to Hudson Bay and return annually for twenty years. He writes: 'There is no reason why steamships should not make the passage (of the Strait) as early as the first of June, and come out as late as the middle of November.'

"The Bay is open all the year round. It is described by Lieutenant Gordon as 'a vast basin of comparatively warm water,' and by Dr. Bell as 'very tranquil and wholly free from storms.' In his evidence before the Committee of the House of Commons, the latter stated that he found the mean summer temperature of the water of the Bay 53° Fah., while that of Lake Superior was 39°5' during the same season."

Now, in order to set the hon. gentleman at rest upon this question, I may state to him that an agreement has been entered into between the Hudson Bay Company and William Milburn & Co., and every gentleman coming from the lower provinces, and having to do with shipping interests, will recognize that company as one of the largest steamship companies in the world. William Milburn & Co. are prepared to put their ships on that route as soon as the financial arrangements are made. In addition to that, Billbrough & Co., who are the Lloyds' Agents, have made an agreement to the effect that they will insure cargoes, so that so far as these gentlemen in England are concerned who have made themselves conversant with the facts by means of the reports the hon. gentleman has referred to, and by investigation on their own account, they are satisfied not only to enter into contracts for the supplying of the ships that are needed to sail from foreign ports to Port Churchill, but the insurance underwriters are prepared to effect an insurance upon those cargoes.

An hon. MEMBER. At what rate?

Mr. DALY. I cannot tell the hon. gentleman at what rate, but I can tell him they are prepared to do it according to the St. Lawrence rates; that is exactly what the agreement states, and I think that ought to set the question at rest. These gentlemen who have made this agreement have, no doubt, investigated thoroughly the question of the navigation of these Straits. This resolution before the House does not, in my opinion, commit this country to building the whole of the Hudson Bay Railway. It is simply a colonization railway for 250 miles from the main line of the Canadian Pacific Railway into the northern territory. That territory is being well settled and well opened up, and it is necessary that those people going in there should have railway communication. It is on the route of the line from Winnipeg to Hudson Bay, and since people in the Edmonton district and the people in Prince Albert district are able to get railway communication on the main line of the Canadian Pacific Railway, these people who are living in the northern district, in the north-western portion of the Province of Manitoba, desire also to have railway communication. Those people are just as much entitled to recognition at the hands of this House as were those of Calgary and Edmonton, who have a railway from Regina to Long Lake. The motion of the hon. the Minister is merely to the effect that the same aid should be given to that portion of the Hudson Bay Railway that was given to the Calgary and Edmonton Railway, and to the Prince Albert Railway. I take it that the question of the feasibility of the whole line, and the navigability of the Straits, had nothing whatever to do with the question now before the House. I would say to the hon. gentleman that this particular portion of the country through which this 250 miles will run, is one of the most fertile districts of the Province of Manitoba. We have reports in connection with this scheme from several gentlemen who went through there, from which I will read the following:—

"The country between these points, a distance of 242 miles, is very flat and almost free from rock, except in the immediate neighbourhood of certain parts of Lake Winnipeg shore.

"The first 30 miles of it is prairie land similar to that in the rest of Manitoba. After passing through this there is a well-wooded country with many open plains extending as far as Fairford on the Partridge Crop River. All of this country offers great inducements to the settler, and is already occupied by farmers and fishermen along a large portion of the lakes and Swan Creek, which flows into Lake Manitoba north of Oak Point Mission.

"It is well watered with many lakes, round which there are splendid hay lands and clearings for cattle grazing: especially is this the case at the Rat Lakes, about 75 miles from Winnipeg.

"After leaving these, the line passes close to Dog Lake, an offshoot of Lake Manitoba. This lake is 14 miles long and drains the best piece of farming land on Lake Manitoba. From this point to Fairford Mission (which is about 132 miles from Winnipeg) there is a little muskeg, otherwise the same good country prevails.

"There will be little or no difficulty in constructing the line so far, as the country is so level that beyond raising the track and draining, no further construction would be required. There are no rivers to bridge. Fairford itself has already a good settlement, and only awaits a means of outlet to rapidly establish itself as an important agricultural and lumbering centre. It is one of the oldest missions in the country. There is a great quantity of exceedingly fine spruce and poplar all through this country, the spruce attaining to an enormous size, often growing from three and four feet across the stump."

Now, we have reports of engineers who have gone over this line at different times, in different years, and every one of these men report that the line can