

or July. There is nothing to show that during the winter months there is anything to interrupt the navigation, and I believe that, if we had boats constructed to cut the ice between the shore and the vessels that would arrive in the bay, there would be ample means of carrying on the trade by means of lighterage, and that this would be of great benefit to the North-West, and in fact to the whole of Canada. If this scheme were carried out, coupled with a vigorous immigration policy, we should be able to place such a large number of people in the North-West who would be a great consuming population, as all immigrants are during the first few years after their arrival, that it would test the ability of the manufacturing industries of the east to supply them. If you look at this from a Dominion point of view, you will see that it will provide an immense market for the manufacturing industries of the east, as well as an immense population who will raise such an amount of produce as will increase the material wealth of Canada. The amount which is asked for, and estimated at \$1,600,000 is a very small sum in comparison with the financial benefit which Canada will derive from this road, even as a colonization road, but we in the west believe that it will be continued, and it is our intention that it shall be continued to Hudson Bay and thus become a great avenue of commerce. But, from a financial point of view, if we take one of the greatest authorities on colonial affairs, Sir Charles Dilke, who, I believe, is one of the very greatest authorities in all the financial affairs of the colonies and the British dependencies, we find that he made an analysis of the financial standing of Canada and declared that it was one-third less in debt than the Australian and New Zealand colonies, and yet he considers the Australian and New Zealand colonies in a good sound financial position. Therefore, if we were to ask this Parliament for \$50,000,000 towards railway development in the North-West and towards assisting immigration to that country, we would still be within the mark, and, therefore, our demand of \$1,600,000 is very small and very moderate indeed, considering the great advantages this Dominion is going to reap.

Mr. LAURIER. You must be surprised at your moderation.

Mr. MACDOWALL. Yes, I am surprised at our moderation; but we have had a hard row to hoe, and in hoeing that hard row we have found it better to walk first and run afterwards, and we hope to run very soon. Now, with respect to the remarks made by the hon. gentleman from West Huron (Mr. Cameron) regarding those who are connected with this Hudson's Bay scheme. The hon. member for West Elgin (Mr. Casey) says that he has not proved that they are not respectable men. We hope and believe that they are respectable men; we also believe that they have sufficient encouragement from those who are not only respectable men, but also men who stand financially high, to enable them to promise that that railway will not only be completed as far as this guarantee covers, but that it will be continued in the future on to Hudson's Bay; and I think that when he demands that information should be given him of the character of these gentlemen, and of the character of the undertaking which is before the House, he himself should be very careful before he

Mr. MACDOWALL.

finds fault with their respectability. We may leave it to the western members to enquire into these things, because the hope and the salvation of that western country is dependent on the Hudson's Bay route. There is, Sir, one great difference between Canada and the United States, and that is, that whereas the United States has its ports on the Atlantic and on the Pacific, as well as to the south on the Gulf of Mexico, we in Canada have our ports not only on the Atlantic and the Pacific, but the western country has its ports on Lake Superior, and we also have this great sea to the north of us which cuts directly into the centre of our territory, and which we believe is capable of being made one of the great arteries of commerce for that great western country, a commerce which can only be developed by this House giving the means to develop it. I recollect that before I was a member of this House, I heard an hon. gentleman, who was then a member, discussing the question of giving assistance to North-West affairs, when he said: "Why should we give assistance to North-West affairs? we have bought that country and gave \$3,000,000 for it, and we got it very cheaply." I replied to him: "Yes, sir; but when you bought that country you assumed the responsibility of governing the country, and if you, in the Canadian Parliament, do not understand the responsibility of governing that country, we who come from that country will very soon teach you," and that is what we are doing here just now in discussing this Hudson's Bay Railway—we desire to teach you your responsibilities. The hon. member for South Oxford (Sir Richard Cartwright) has time and again found fault with the present Administration. He says: We have listened to the speeches of Sir Charles Tupper and the roseate hues in which he has painted the early prospective development of the North-West, and he asked: Why has that development not taken place? I answer that the reason why it has not taken place has been the opposition of the Liberal party; it has been because the Liberal party say that we do wrong to spend money in that country, that we have already spent too much money there; they complain that the Government is bringing the country to financial ruin by developing the North-West. But I have already shown you that Sir Charles Dilke, one of the greatest authorities on this subject, says that Canada is one-third less in debt than the Australian and New Zealand colonies, and we know that for every dollar of money that is spent in the North-West there will be an increase of population and an increase in the material wealth of that country which will react upon the prosperity of older Canada. I think, Mr. Chairman, that if the hon. members on your left desire ever to stand high in favour with the people of the North-West, it would be well for them, when they consider questions that affect that country, if they were to place themselves in the position of the people who live there, if they were to endeavour to appreciate the possibilities of that country. If they were to place themselves in that position they would better understand the sentiments of the people of the North-West. But when they oppose a small two-penny-ha'penny grant of \$1,600,000 to a road which may possibly be the means of developing the resources and increasing the population of Canada, and when their spokesman, the hon. member for North Wellington (Mr. McMullen), opposes it simply because he wants a