

Saskatchewan River. The line originally located and which has been filed within the Department of Railways, commenced at the city of Winnipeg, and ran along the eastern shore of Lake Manitoba to the Saskatchewan River. It is now proposed to probably alter the direction of that road in order to accommodate the very large settlement which is going in to what is known as the Dauphin Lake district. For the last eighteen months settlers have been flocking into that country, and constantly calling out for railway communication. I may state, for the information of hon. gentlemen, that the character of the country is excellent. I hold reports from different engineers who have been there, and who all express the opinion that it is one of the most valuable portions of our western country for settlement. There is no occasion for me to read extracts from these reports, but I hold them in my hand and will show them to any member who wishes to look at them. When I brought this matter up first in the House, the hon. member for South Oxford (Sir Richard Cartwright) stated he would like to have some idea with regard to what surveys had been made and the estimated cost of construction. It is estimated that the road can be built, the whole of its length, including rolling stock, station houses, equal to the Canadian Pacific Railway standard, for the sum of \$15,000 per mile. I might also further state that a contract has been already let to the firm of Messrs. Mann & Holt, who have constructed the roads from Regina to Prince Albert, and are also now building the road from Calgary to Edmonton. The contract has been let to those gentlemen for the sum of \$11,000 per mile for the line proper without the rolling stock. A land grant has been given for some years to this company to the extent of 6,400 acres per mile within the limits of Manitoba and 10,000 per mile from Manitoba to Hudson Bay—although we have nothing to do with the Hudson road proper beyond the limits of Manitoba and towards Hudson Bay. The land has been given in alternate sections on each side of the railway line. I may also state that the company is not exactly in the same position as the two other companies I have referred to. At that time an arrangement had been made with the Canadian Pacific Railway to operate the line six years. No such arrangement has been made in this case, but it is presumed that there will be no difficulty as to the operation of the road. With regard to the main Hudson Bay road, I may state that I have given my personal attention to that, and have come to the conclusion, after a good deal of study, that the road is feasible and the navigation sufficiently open to accommodate the traffic, and I believe, if constructed, it would result in cheapening the cost of transportation of our wheat produce some 15 or 20 cents per bushel. These are my own private opinions in regard to that line, but I may state further that the Local Government of Manitoba appear to have come to the same conclusion, because they have made to this company, if it continues the line we are now assisting from the Saskatchewan to Hudson Bay, a grant of \$1,500,000. I hope the House will look favourably on this resolution, and that I shall be allowed to introduce the Bill, which I hope will be adopted.

Mr. SPOHN. Representing the constituency I represent, and coming from the part of the country

I come from, I feel I would be false to my constituents, false to the Province of Ontario, and false to the Dominion of Canada, if I remained in my seat and did not protest against spending money for such a scheme as this. I consider that every dollar spent on this railway is thrown away and lost to the country. I must congratulate the Minister of Interior for the very plausible manner in which he brought forward his motion. He tells us that he intends to grant this subsidy only for a colonization road as far as the Saskatchewan. Do we not know that the building of this road depends on the Manitoba bonus, and that the promoters of this scheme will go to the old country and expect to float that scheme on the ground of the Manitoba grant and the grant they expect from this House, and do we not know that the Manitoba bonus depends upon the completion of the road to Hudson Bay? Therefore, I propose to discuss this as a Hudson Bay scheme and not as a colonization scheme. This is merely introducing the thin edge of the wedge. It is merely sugar-coating the dose, but although it is sugar-coated, the coating is too thin, and we get the bitter taste before we swallow the nauseous draught. I claim that this is a violation of all the policies of all the Governments of this country, who have spent so many millions of dollars in building the Welland Canal, the Sault Canal, and enlarging the St. Lawrence Canals, and in building the Trent Valley Canal. More than this, I object to an expenditure of this money for such a purpose, because I maintain that this is impracticable. I maintain that this road, if built, will be of no practical purpose, and I believe that the people who pay the taxes have a right to be heard on this question. I dare say some people will make money out of this road. No doubt the contractors will make money out of it, and it will be the old story over again. We have had too much of this kind of public expenditure in the past, and it is time that we should put a stop to it, and we should not spend money at this day unless it is to be of benefit to the country at large. I was pleased the other day to hear the member for Centre Toronto (Mr. Cockburn) stand up for the Province of Ontario and tell us that that province paid more than half the taxes of the Dominion, and that the city of Toronto itself contributed more to the taxes of the Dominion than the Maritime Provinces and the North-West put together. When this question comes to be decided, I hope the member for Centre Toronto (Mr. Cockburn) will vote as he speaks. I expect the members for Manitoba will support this Bill. No doubt they will all support it. We will probably, for the first time in the history of this House, find the member for Selkirk (Mr. Daly) and the member for Marquette (Mr. Watson) sailing in the same boat. Of course, whether this road be completed or not, there will be a certain amount of money spent in Manitoba, and there will be a certain boom in consequence of that, but I believe I can show the House that, were this road built, it would be of no advantage to the Dominion or to the Province of Manitoba. I claim that, in questions like this, demanding a large outlay of public money, demanding that we go to the old country and ask for credit from the capitalists of the old country, on the endorsement of this House, these questions should be calmly debated and we should go into all the details in order to see whether this or that