

because I have still these two Dreadnoughts to put in the North Sea. I am trying to show how to shorten the route for the food supply and in that liberate two Dreadnoughts. Remember, it was the small vessels I proposed to rent, not the Dreadnoughts, which would be required to complete the fleet units on the longer line. I can go to Mr. Gouin, at Quebec, and say to him: 'I see that not long ago you were in Toronto, where you and Sir James Whitney were talking pretty loyally. We are going to give you a dry-dock at Quebec, and we are going to give you something else. You want that great territory of Ungava; there is in it a great deal of land and also timber, fish, minerals and water-powers. That territory does not belong to you; it belongs just as much to British Columbia, to Nova Scotia and to Ontario as it does to you. But we want to make a bargain with you. We will give you that, but you must do something for us. We want you to build a railway right away from the St. Lawrence river to the Gulf of Ungava. That will develop that country. You do not know what you may find on the road. It may contain great mineral deposits. The Ontario government have built a railway towards James bay, and in the process they discovered Cobalt, the royalties from which will pay for the whole road. You build a railway to Ungava bay; we will give you the land, and you can borrow on the land the necessary money to build the railway.' Then I go to Sir James Whitney and say to him: 'You have been shouting loyalty a bit lately, and we want to give you a chance to do something to prove it. Your railway is now within 129 miles of Moose Factory. You want a portion of the territory of Keewatin. Finish the railway to Moose Factory, and we will give you a portion of that territory.' Then I go to Manitoba, and, as Mr. Roblin is away, I shall probably find there the Hon. Robert Rogers, who we know is pretty loyal, and I will say to him: 'Here is a bargain for you. You want to get a piece of Keewatin; we will give you that, with the land, the minerals, the timber and everything, only you must build a railway from Winnipeg to the mouth of the Nelson river.' Then I go to Premier Scott of Saskatchewan and I say to him: 'You have no lands or timber or minerals; you should have had them long ago; but we will give you all these now if you build a railway from Regina to the extreme north of your province, with a branch to Fort Churchill.' I go with a similar proposal to Premier Rutherford of Alberta. In that way we shall have five railways built to Hudson bay by 1912 or 1913, like so many spokes of a big wheel, and the Dominion government will build

Mr. T. CHISHOLM.

a sixth. We need them all. I have shown that the Hudson bay is navigable and how much safer and shorter the Hudson bay route will be for the products of the Northwest, and how quickly we can send the two Dreadnoughts to the North Sea, because we can spare them on the shorter line. My plan is a business plan. We rent Dreadnoughts from Britain in a business way, temporarily, paying for them \$1,500,000 a year for four years, by which time the crisis will be over. That will only take \$6,000,000 altogether, and it will give Britain seven extra Dreadnoughts in the North Sea. Then look at the strategy of this arrangement. If our Atlantic sea-board were blockaded, Britain would send her fleet to Ungava bay, and convey an army to relieve Quebec. If Toronto were attacked an army could be landed at Moose Factory. If Winnipeg or Regina or Edmonton were attacked, Britain could send an army of relief via Fort Nelson or Fort Churchill. By means of this plan we would develop our country to such an extent that instead of our population increasing by half a million a year, as it has done recently, it would increase by more than a million a year, and in twenty years from now we would have 30,000,000 people in this country; the country would be developed in width as well as in length; the farmers of the west would get ten cents a bushel more for their wheat and \$10 a head more for their cattle, while the goods they used at home would be greatly reduced in cost because of reduced freight rates. We have an immense country to build up, and when we have a population of 30,000,000 I shall be in favour of a Canadian-built navy, and one equal to that of Great Britain. I have no doubt that there are men living to-day who will see the time when Canada will have a navy larger than that of the mother country. We shall have one of the greatest inland seas on the face of the earth for the manoeuvres of a military fleet. Look over the whole world and you can find no place equal to Hudson bay for the manoeuvres of a great military fleet, if the country around it were only properly settled and developed. I think I have shown that this is a business proposition and that it violates none of the principles that I have laid down. I think I have shown that by this means where we have to fight we must pay. We do not want to hire any one to go on fighting for us. Our French-Canadian fellow citizens can truly and proudly say that at one time the heroes of Chateaugay saved Canada to the British Crown, and to-day Canada has the opportunity to have it said of her in the future that she saved Britain to the empire.

Mr. F. T. CONGDON (Yukon Territory).
Mr. Speaker, I trust that the hon. member for East Huron (Mr. Chisholm) will not