

route would not be available even if opened, would be greater than the trade of the whole twelve months if the road were not built.

HON. MR. BOULTON—Hear, hear.

HON. MR. POWER—By what process of reasoning he arrived at that conclusion I am not able to understand.

HON. MR. DEVER—The whole is less than its parts.

HON. MR. POWER—It is really a case of the part being greater than the whole. In reply to an inquiry of mine, the hon. gentleman said that the increased importations which the farmers of the North-West would be able to make would benefit the importers of Montreal and other eastern cities. The hon. gentleman said that owing to their increased prosperity the people of the North-West would deal more largely than now with manufacturers and importers of the east. I do not see the thing in that way; because, even though, as the hon. gentleman has said, the National Policy does keep out many English goods, it still lets in many goods from England and the United States; and if we shorten the distance, the lower freight rates from England would render English competition with Canadian manufacturers and dealers much keener, and those ships coming out for grain would carry goods from England to Fort Churchill at very low rates indeed. I fail to see, then, that the hon. gentleman has established that we can get anything in return for the expenditure on this road. I was pained to hear the hon. gentleman tell us that, after twenty years of generous, lavish expenditure by the people of old Canada on behalf of the North-West, so far they have realized nothing.

HON. MR. BOULTON—I did not say that. I said we had realized comfortable homes, but so far as wealth was concerned we had realized nothing.

HON. MR. POWER—I understood the hon. gentleman to intimate that they had not realized what they had expected, and that things were not in the condition in which they ought to be by any means. I am surprised to hear a statement of that kind from him. If it had been made by a member of the party to which I belong he

would immediately have been condemned for crying down the country; but when that sentiment is uttered by a loyal Conservative it is considered praiseworthy. I wonder how long this cry is to continue. We have been spending money like water on the North-West—how long is it to continue? I for one feel that, so far as we in the east are concerned, we have done our duty by the North-West, and that we shall continue to do our duty; but that, having given the North-West Territories ample means of access to the Pacific and Atlantic oceans, and to the country east, west and south of themselves, we have done our duty, and we are not bound to give them communication by rail with the North Pole or any region short of the Pole in that direction. I think we are not unfair in assuming that position. I do not know whether or not my sentiments are those of the majority of the people in the east; but my feeling about the matter is, that if by-and-by the population of the North-West increases and feels cabined, cribbed and confined in its trade for want of an outlet by way of the Hudson Bay, then we shall have no objection to that population making an outlet for itself; but why we, whom they propose to injure, should be asked to deprive ourselves of the small results that have accrued from a vast expenditure, is something I cannot understand. We are perfectly willing that they should do it. As one of the members of this House, I shall be prepared to give them all the facilities that Parliament can afford to construct a road; but I think it is a work which should be done at the expense of the people for whose benefit it is intended, and not at our expense. I observed recently that the Manitoba Legislature withdrew the offer of certain aid which they at one time proposed to give this road. That would look as though the people most directly interested in the undertaking had come to the conclusion, either that the scheme was not a practicable one, or that the game was not worth the candle—that it would cost more than it was worth. I think it would. I think to build 700 miles of road in order to give 150,000 people an outlet for two or three months of the year by way of the Hudson Bay would be really a case where the game was not worth the candle; and I do not hesitate to express the hope that the Government do not propose to build the