

terests whatever to promote, but I firmly and honestly believe that the Government to-day should fully consider, in the best interests of Canada, the abandoning of that foolish and futile scheme. It would be a bold thing, I admit, but it would be a manly thing to do, and even at this late date full investigation should take place before any further expenditure is made. I have heard the hon. gentleman's statement that the Hudson straits may be open for five or six months, but I have made very careful inquiry and I have never found the most sanguine promoter of that scheme speak of more than three months.

Hon. Mr. THOMPSON—Six weeks.

Hon. Mr. EDWARDS—Six weeks to three months. It is an absolutely impossible project, and in the best interests of Canada, and at this time when it is so essential that no money should be spent except in the interests of Canada, this foolish scheme should be abandoned. I do not anticipate for one moment that the land bordering on the railway is any better, excepting nearer the prairies, than the land that I described in the valley of the Albany river. I have information from men engaged in the building of that road to the effect that for a very long distance along the line of the railway the land is valueless for agriculture, timber or any other purpose.

Hon. Mr. MURPHY—Did the hon. gentleman's exploring party sound the bay at the port of Nelson, and at what distance from the shore?

Hon. Mr. EDWARDS—No, our party was not at Port Nelson.

Hon. Mr. DAVIS—They were looking for timber.

Hon. Mr. EDWARDS—Looking for timber. It happened that by pure accident silver was discovered at Cobalt just at the time that the T. & N. O. railway was built. If that is a good argument for constructing the Hudson Bay railway, then let us project lines northward all through the Dominion of Canada in the hope that we might find a mine somewhere. I desire to see prosperity throughout our great Northwest. Its development is all in the interest of Canada; but let us have good sound common sense and not advocate the prosecuting of such a project as the Hudson Bay railway. I do not like to be personal, but I should just like to leave this subject to the honest conviction of my hon. friend

Hon. Mr. EDWARDS.

who leads the Government in this House. I am sure that he knows better. He shakes his head. Ah, no, if he were outside he would put it the other way. I have no feeling on this subject, except that I think this Hudson bay project is a mistake, and that even at this late date the Government should discontinue the construction of the road.

Hon. Mr. BEIQUE—How far has the construction of the road progressed? What has been done?

Hon. Mr. CHOQUETTE—I regret that this discussion has taken place to-day. I do not see any good object in taking up time in depreciating the construction of a railway which is now about finished. I am willing to admit that my hon. friend brought up the question with the best of motives, and that he has no personal interest whatever in the matter, but I do not see why he was not listened to before the building of the road was undertaken. Now that the road is nearly half finished, what purpose can be served by depreciating the railway. It will go abroad not only in this country but all over the world that Canada is spending millions of dollars in building a road which cannot help in the development of this country; hence I really regret that this discussion has taken place. On the other hand, there are some railways throughout the country that ought to be helped. I am sorry the hon. leader of the Government could not give me the answer to-day about this ferry crossing between the Rivière Ouelle wharf and St. Irenée and Murray Bay, for hon. gentlemen will observe that I am asking for documents in connection with the Quebec and Saguenay railway. I should like to impress upon my hon. friend the desirability of giving the answer to-morrow, in order that I may bring up the matter of the Quebec and Saguenay railway before the end of the session. It is a road that is nearly completed and has been waiting for the Government to take it over, as they have done with other roads in the province, and finish it. There are country parishes on that route that have been established for 200 years that have never got anything, though they have paid their share for the construction of other railways. I am not saying a word against that, but as to the Government doing something to finish or help to finish the Quebec and Saguenay railway I shall have something further to say as