

that two million bushels of grain were shipped last winter, and I contend that it is much better to apply this money to enlarging the St. Lawrence Canals, and to completing the Trent Valley Canal, instead of going on with this scheme. I would like to hear from the hon. members who represent counties along the Trent Valley Canal if they intend to support a scheme that will indefinitely postpone the work. Do the representatives of the people along the banks of the St. Lawrence intend to support a scheme which, if we are to believe the words of the promoters, would, if it were feasible, draw the produce of the country, not through the River St. Lawrence, but past it? I believe that the people of the eastern provinces will see that it is their duty to vote against this scheme, and I would also like to ask the member for Algoma (Mr. Macdonell) what he intends to do? Does he intend to vote for a scheme which will block up Port Arthur and Fort William by the building of a road to Hudson Bay? I think it is time for the Finance Minister to intervene in this matter before it is too late, and to prevent this scheme being floated on the home market. I submit that it is a wrong to the people of the old country that any scheme should be floated which will eventually injure the credit of this country, and every thinking man who looks into the circumstances of the case and studies them, must know that this scheme will never pay. No Government should allow such a scheme to be floated when they feel and know that it will never pay, and I ask the Finance Minister to save himself from the curse of the children and grandchildren of those who may invest their money in these bonds through the endorsement of the Minister of Finance.

Mr. DALY. I regret very much that the hon. gentleman has seen fit to take up so much of the time of the House this afternoon in discussing this question from his standpoint. I admit that the hon. gentleman has a perfect right to criticize this Hudson Bay scheme or any other scheme which may be before the House, but I cannot understand his calling upon members from Ontario living along the Trent Valley Canal to oppose it, meaning, I suppose, that a certain amount of traffic will be lost to that enterprise by the construction of this Hudson Bay Railway. I am perfectly willing that the Government should give reasonable aid to the Trent Valley Canal, and I would not oppose any aid given to any enterprise in the Province of Ontario, the Province of Nova Scotia or New Brunswick, or any other province, but, so far as the Hudson Bay scheme is concerned, it is the one scheme upon which all parties, all people and classes of Manitoba and the North-West Territories are agreed. I do not think the speech the hon. gentleman has made would go down with his fellow-Liberals in the Province of Manitoba, or that the farmers of that province have the same views in regard to the Hudson Bay Railway as he has enunciated here to-day. The farmers of Manitoba are looking forward anxiously to the building of that railway for the relief they need by giving them a nearer access to the market for their grain. The distance from Winnipeg to Montreal is 1,425 miles, and all grain shipped from Winnipeg to Liverpool by way of Montreal has to travel that distance. The distance from Winnipeg to Fort Nelson is estimated at 650 miles, so that there is a

Mr. SPOHN.

saving of 700 miles. Take the freight on a car of grain for 700 miles.

Mr. SPOHN. The hon. gentleman speaks of Fort Nelson. Everyone knows that Fort Nelson is not navigable, and, therefore, the intention is to go to Fort Churchill.

Mr. DALY. I do not admit what the hon. gentleman says in regard to Fort Nelson, but I will speak of that later on. I was saying, when I was interrupted, that there would be a saving of 700 miles of land carriage, and the farmers of Manitoba and everyone who has studied the question believes that when the Hudson Bay Railway is an accomplished fact, then, and then only, will they get the proper price for their grain. As to the storage of grain at Fort Nelson or Fort Churchill, whichever of them may be decided upon, does not the hon. gentleman know that nearly all the wheat sent from the North-West is stored at Port Arthur, and that nearly all the wheat which comes from the western territories of the United States is stored at Duluth, during the winter months? We say that the principal business of this railway will be done in the winter season. The hon. gentleman says that our farmers cut wheat between the 15th and 25th August, and in that he is correct; but the grain is not threshed, as a general rule, until November, or even December and January, because, after the grain is reaped, it is necessary, in September or October, for the farmer to get his fall-ploughing done. Every winter our elevators are full, from Winnipeg to the eastern boundary of the Province of Manitoba. The Canadian Pacific Railway Company are every year increasing their storage capacity, and in Duluth the elevator capacity has had to be increased every year since the grain industry developed in the west. The hon. gentleman ought to recognize the fact that it is not the farmers but the buyers who will ship the grain, that a great deal of grain is purchased for future delivery both in the United States and in Canada, and that a great deal of this grain will be stored at Fort Churchill or Fort Nelson for the future delivery at Liverpool. Now, Sir, the hon. gentleman devoted a great deal of his time to the navigation of the Hudson Straits. I did not expect when this matter came up this afternoon that the discussion would take the direction that it did. I did not suppose, for instance, that any hon. gentleman would inflict upon the House quotations of reports that were made some years ago. It is well known to members of this House that that report was published and circulated throughout the length and breadth of Canada, and that it is in the hands of any person in Great Britain who desires to look into this scheme, of any financier to whom the promoters would be likely to apply, and desired to inform himself concerning the navigability of the Straits. The hon. gentleman said: "God help the bondholders." Well, I can assure him that, so far as the Hudson Bay Railway is concerned, every matter and every detail will have to be laid before the financiers to whom the promoters may apply. They will not have to depend upon *ex parte* statements of the promoters, but they will have laid before them the very report the hon. gentleman has read, and which is printed and distributed with the imprint of the Government of Canada upon it. Now, Sir, in order to answer the remarks of the hon. gentleman, I will also quote from many