

and the men who produce the grain always struggling like the devil to stand off the banks. When a man takes the long end of a government offer which bets him 160 acres of homestead land against \$10 that he can't stay on it three years necessary to prove up and get title, and then makes good and raises a crop of grain, it would seem that he ought to get a fair share of the proceeds of his work.

Mr. A. A. WRIGHT. Does the hon. gentleman consider that a reputable authority?

Mr. SCHAFFNER. The hon. gentleman can judge of that for himself. I am not vouching for the authority; but it probably tells a good deal of truth sometimes. I lay it down that the character of that western country to-day demands the building of the Hudson Bay Railway. I believe that the opening of the Hudson Bay route, while it may not accomplish all that is desired, will go a very long way in solving the great transportation problem. I go further. A great deal of the opposition to this project has come from eastern Canada, largely from the great corporations; but I say that the east would be more than compensated for any apparent loss it would sustain by the building of this road. I claim that the trade that would be created by that route is one which the St. Lawrence route could not handle in any case. I do not think it has ever been suggested that the opening of Galveston as an ocean port in the southwest worked any injury to the eastern states, while on the other hand it certainly aided very materially the manufacturing interests of the eastern states. We have heard a great deal of the proposed canalization of the Mississippi and its connection with Chicago. While the difficulties and the initial cost of that project are so much greater than those of the Hudson Bay Railway, we should remember this fact, that after you canalize the Mississippi and connect it with Chicago, the products carried by the canal to the sea-board would be 1,000 miles further from the markets of the world than they were when they started, whereas the products carried by the Hudson Bay Railway will be brought 1,000 miles nearer to the markets of the world. This is a fact that is worthy of consideration. The opening of the Hudson Bay route is a matter of great importance not only to the west, but also to the east. Eastern Canada has for a long time opposed the building of this road, just as some people in the United States opposed the building of the Panama canal. If the great corporations and others in eastern Canada oppose the building of the Hudson Bay Railway, the result will be that the responsibility of building it will fall upon the people of the west. Such a narrow, sectional feeling is contrary to the best interests of eastern Canada. The discussion on this question, in this House and out of it, is no very new thing. There has been sermoniz-

Mr. SCHAFFNER.

ing, by various governments and individuals, on the building of the Hudson Bay Railway nearly as long as I can remember. The same excuses have been put forward from time to time by those opposed to the project, and we have not the road yet. In 1884 the government sent out the 'Alert,' with Lieutenant Bordon in command, to explore the waters of Hudson bay and straits. For some reasons, it took him a very long time to make a report. When it was made it was none too favourable; we believe for none too unselfish motives. Those who favoured the building of the Hudson Bay Railway at that time believed the report was purposely adverse. We must remember that the Canadian Pacific Railway was at that time being built, which was probably a greater undertaking for the Dominion of Canada than it would be to-day. There is no doubt that there was a fear upon the part of governments and financiers that the building of this road would be simply an excuse for another demand on the treasury of Canada; and so the report of the 'Alert's' expedition was unfavourable to the building of the road and to the navigation of Hudson bay and Hudson straits. In 1897 the 'Diana' was sent out. It appears only to have cruised about the straits during the summer, and returned. The report of that cruise was also adverse, and for similar reasons. But a great many years have passed since that time, and we believe the time has come when the proposition is entitled to receive the serious consideration of the government. I am no great Calvinist or believer in predestination; but I ask the members of this House to look at the map of North America, with that great inland sea extending so far into the country, and ask whether they do not believe that it was placed there for an all-wise purpose. I do.

I believe that that great inland sea was purposely placed where it is in order that it might be utilized in the interests of that great western country. There we have a great bay, with its 2,000 miles of sea coast, one half the size of the Mediterranean, in what may be said to be a fairly temperate climate; and all the indications are that before many years the shores of this bay will be peopled with prosperous communities and its harbours will contain large elevators. Hudson bay is geographically to this continent what the Baltic sea is to Europe. Its length is 1,000 miles north to south and 600 miles east to west, having an area of 580,000 square miles. Perhaps the best idea I can give of its dimensions is to ask you to bear in mind that the length of the bay is as great as the distance from Winnipeg to the Rocky mountains and nearly six times the size of the great lakes separating Canada from the United States.

I want to call attention in this connection to some reports of temperatures. People seem to think that the weather is extremely