

Government guaranteeing the bonds at 3 per cent salable only at par and holding the railway companies responsible for the payment of interest by a lien of the land and in the hands of the government and a lien on the railways. By that means, the public treasury is not depleted and the same lands will be available for future development elsewhere.

Hon. Mr. McCALLUM—You do not want the Hudson Bay Railway?

Hon. Mr. BOULTON—Yes, I tell you I think the Hudson Bay Railway should be built as a public work. We want the Hudson Bay Railway, and we are going to get there as quickly as we can, but the enterprise has to wait on public opinion. What I wish to point out is that the 6,400 acres per mile that is alienated and given to one road, if utilized in the way I speak of will build 1,700 miles, if the roads are built in sections where they will make a return and pay their own interest. It is purely a matter of economy that I am speaking of, and it is not in any hostility to the Hudson Bay road. I know the feelings of the people of Manitoba with reference to that Hudson Bay. They look to that great inland sea as placed by nature for their advantage, in order to provide an additional and cheaper outlet for them to the seaboard.

Hon. Mr. McCALLUM—As the hon. gentleman has used my name in seconding the motion, I may be permitted to make a few remarks. I have always been favourable, since the North-west country was opened up, to giving that country an outlet to the ocean, and when my hon. friend says that we are opposed to the Hudson Bay Railway because we are afraid that it is going to divert the trade of the country from the St. Lawrence route, does he for a moment think what amount of money it will cost to get from the North-west to the St. Lawrence? Does he know that our canals have not been deepened yet? And until the canals are deepened, how can we look for the trade of that North-west to go to the St. Lawrence?

Hon. Mr. BOULTON—Is the Erie canal deepened?

Hon. Mr. McCALLUM—I am speaking of the canals of Canada. The trade that

goes from Canada to the United States goes by railway, not by the Erie Canal. How much money have we spent on deepening the St. Lawrence, enlarging our canals, building the Canadian Pacific Railway, and building the Sault Ste. Marie Canal? For whom was that money expended? Was not that for the people of the North-west as well as for the people of the other provinces? I feel as much interest in the welfare of the North-west as my hon. friend does. He tells us that he wants the government to keep the land and the cash too. If the government is to keep the land and the cash, how is the railway going to be built? This Hudson Bay Railway has been before the country a long time. If the project is feasible, if there is proof before the people of this country that it is feasible and that it would be an advantage to the North-west and to this part of the country, I should willingly support it, but I will not support a wildcat scheme and burden the people of this country with that large expenditure of money. We should husband our resources. I always support railways in the North-west as far as I can, and am willing to do it to-day if it is right and reasonable, but I am not going to support a mad scheme, to go through the icebergs, when we have spent so much money to improve the St. Lawrence route. I feel that every member in this House knows as much about the subject as I do. The leader of the government knows that, and must have considered it in all its bearings, and he knows better whether the country will sustain him in spending money on the Hudson Bay Railway, but whether he does or not, I shall not by my vote support such a project.

Hon. Mr. KAULBACH—My hon. friend thinks that we consider it necessary that all the trade of that western country should come through the St. Lawrence. I do not look at the matter in that selfish light. I believe that the Hudson Bay Railway is a national undertaking, a national enterprise, in which a large area of Canada is interested. From the first time I entered this Parliament until now, I have been a strenuous advocate of that road, and I agree with the hon. member from Marquette that nature intended Hudson Bay to be a highway to open up that great North-west country and Manitoba, and an outlet for the products of that country. I do not look upon this as a