

one last year, and one the year before. One was for the road from Regina and Long Lake to Prince Albert. That company was a colonization company, and received the assistance of the Government. It was not a wild-cat scheme, as the road is now built and operated to the great advantage of the people on the Saskatchewan. The other was for the purpose of building the road between Calgary and Edmonton, which is now under construction. It was asked why the Local Government dealt differently with this company from the manner this Government has dealt with it. The positions of the two Governments are different. This Government looked at the fact that colonization roads must be assisted, and they aided the Central Railway from Regina to Prince Albert—the road running northerly from the Canadian Pacific Railway to the great Saskatchewan. Then they aided the road near the Rocky Mountains, because there was a large settlement around Edmonton which wanted outlet, and the Government looked at it from a purely colonization standpoint. Now, they say, we will build a third one. Thus, we will have three colonization roads—the middle, the western and the eastern—all going to the Saskatchewan from the south. Now, the Local Government looked at the question from a totally different standpoint. They will not and cannot assist colonization roads, but they want to assist any road that will bring about competition with the present system in Manitoba. First, they went to work and aided the Northern Pacific because they believed it would compete with the Canadian Pacific Railway. Now, they say we will give assistance to another competing line, the Hudson Bay road purely, because they believe it is going to be a competing line with the Canadian Pacific Railway when completed. That is why they are assisting it in this way, but they would not give any aid to it as a colonization road. I can say nothing further than that I join with other hon. members from my province, that we are a unit and feel that it is of great importance to the people of that province that this road should be built.

Committee rose, and, it being six o'clock, the Speaker left the Chair.

After Recess.

House again resolved itself into Committee on the resolution.

Mr. McMULLEN. I quite agree that we were committed, from the time of Confederation, to the construction of a trans-continental line of railway, composed of the Intercolonial, coupled with the Canadian Pacific Railway, and reaching to the Pacific coast; but I deny that, on the part of the confederacy, there was ever any understanding that the North-West should be given, as it has been given and is now being given, aid towards the construction of side lines and others throughout the North-West, in the way of colonization companies' lines. It was distinctly understood, when we expended the money we did for the construction of the Canadian Pacific Railway, that the lands in the North-West should be used to recoup the Dominion treasury for the amount expended on the construction of that line. We know the statements which were made by hon. gentlemen opposite, from time to time, with regard to what this Dominion might count upon in the way of receipts from the sales of lands in the North-West. We have never realized any portion of that recouping, as far as the Dominion treasury is concerned. We have not received from the North-West the first tithe of the amount we have expended on the Canadian Pacific Railway. We have spent enormous amounts on the development of the North-West, largely at the expense of the older provinces of the Dominion, and I contend that the accommodation now given by the Canadian Pacific Railway and the canals, for the shipment of goods from Port Arthur to Quebec, by the expenditure we have made on the enlargement of those canals, should suffice for the North-West until we have a larger population in that territory and in Manitoba than we have now. I am not going to discuss the feasibility or the necessity, from a Dominion standpoint, of the construction of the Hudson Bay Railway. I am not going to discuss the question as to how many months or how many weeks in a year Hudson Bay is available to navigation. That has been dealt with by the hon. member for Simcoe (Mr. Spohn), who has read extracts which I think will convince any reasonable man that, if these seas are open for three months in the year, that is about the full extent of time during which they can be safely navigable. With the very limited population we have in the North-West, with the very limited development in comparison with the development which was expected to take place in that country, when the scheme for the construction of the Canadian Pacific Railway was first proposed, viewing the whole ground, taking a retrospective glance at our experience in regard to it, I say that it is taking a step altogether in advance of the requirements of this country to ask us now to consent to the expenditure of \$80,000 a year for twenty years for the construction of a road to Hudson Bay. I do not think it is at all necessary. From the extent of the territory which has been opened up by the Canadian Pacific Railway and the lines which have been opened up in consequence of the money and land grants which have been given, I think we have enough territory opened up which is not yet occupied, and that we have no necessity to open up any further territory at present. The older sections of this country have been crippled financially by the enormous expenditure which has been made on that section of the country. When we consider that, in the older provinces, we have counties and provinces which, through sheer necessity, subjected themselves to an annual drain in the way of taxation for twenty years to secure the railway accommodation they absolutely required, and that they are yet struggling with the financial embarrassments produced in that way, and that they have never received one dollar by way of relief from the Dominion treasury, but have been compelled out of their own pockets to contribute towards the construction of these lines, I ask if it is just or reasonable to ask them to quietly consent to a guarantee of this kind being given to a line which is to run through an unsettled wilderness, and of which the financial results are very questionable, to say the least. I cannot sit still and consent to the passage of this resolution. Early in this session, there came from

Mr. Ross (Lisgar.)