

matter that should be taken into consideration. The people of the district in which I live are more interested in shipping westward, and I want to express my appreciation of what has been done in the way of opening up that western route. The government did something worth while when they granted money to facilitate the establishment of elevators at Vancouver and the opening up of that western route, and while we are more interested in that route at present, we are nevertheless interested in the opening up of the Hudson bay route. We want that route opened up and tested, and we believe that Canada can afford to do this, because nearly all the money needed has already been expended. And as has been shown, the East was not called upon to pay for what has so far been done. I do not know whether there is enough money in the western lands to pay for the completion of the rest of the road and the opening up of the harbour. I do not know all the details, but, if we had to do it, it seems to me that we could afford to complete the work into which we have already put \$20,000,000 by expending a few more millions on it. I do not believe there is any reason to doubt the feasibility of this route. By proving that the route is worth while you will have a more contented West, for the people will realize that you have done something to help them out. And they need your help. In order that they may develop that country as it should be developed we must give them a chance to feel that there will be a profit in what they undertake to do. Therefore we want eastern Canada to feel that it is worth something to the East to have this railway completed.

Mr. MARTELL: Is not my hon. friend afraid that in the event of the Hudson Bay railroad being completed and the sea route opened up oleomargarine might be imported from England?

Mr. WARNER: Mr. Speaker, I am not discussing the oleomargarine question now. I expect to do so later, and I hope then to have the support of my hon. friend. I want to impress on this House that it is worth while to give favourable consideration to this project. If hon. members want proof of its feasibility they have only to consult the records. All we ask is that the promises of two earlier administrations be redeemed. I do not know whether the Union government approved of the completion of this railway, as a matter of fact not much was said about it during the war, but at least two of our governments not only approved but promised to build this railway to tidewater.

I take pleasure in supporting this resolution, and I support without any fear of the railway interfering with the branch lines which we are asking, and expecting to have built. If I were undertaking to open up a farm on the prairies I would have to make a certain outlay in order to carry my development to the point where it would produce me an income. Similarly I do not see why Canada need be afraid to spend a little more money to complete this route and so provide a much needed outlet to European markets for the grain products of our western provinces.

Mr. JOHN MILLAR (Qu'Appelle): Mr. Speaker, before entering upon a discussion of this question allow me to refer to a remark made by the hon. member for Lunenburg (Mr. Duff). I take it that when he selected from the evidence before the Senate committee the testimony of Captain Anderson he did so because it seemed to him above all others to favour the view that he was taking, that is, opposition to the project. This being so I think it pertinent to read the second paragraph of Captain Anderson's evidence which is as follows:

Navigation in Hudson bay may be relied upon from the 15th July until the 15th November, with an extension of a week at either end according to the season.

If that is the strongest evidence which the hon. member for Lunenburg can find against this project, I take it that there is not much to be said against its completion.

The Hudson bay route is not an experiment. It has been open for 240 years. It was used in 1846 by the British troops landed here to assist the Hudson's Bay Company in retaining what was then known as the Northwest Territories for Canada and for Great Britain against the aggression of the Americans. If in 1846 it was a route of importance by which troops could be brought in to save Canada, it might possibly

9 p.m. serve that purpose again. Happily we are not at war with any country, but it is quite evident that the League of Nations has not abolished war, and we do not know when we may again be at war. In such an emergency what an advantage it might be to Canada to have a back door whereby we could maintain communication with the Mother Country.

In that connection let me point out that the port of Archangel during the Great War became a thriving centre, although it is seven hundred miles farther north than Port Nelson. When the Black Sea ports of Russia were closed it became necessary to have maritime communication farther north and at the close of the war Archangel had a population of