

Hudson Bay Railway

House much longer on this question. The debate, I think, has covered the ground very fully, and in fact has been illuminating in many regards. I believe some benefit has been derived from this discussion and although I have made some notes in regard to some remarks that have been made I will be very brief in dealing with them.

Practically the only opposition to the motion was offered by the hon. member for Lunenburg (Mr. Duff). He assured us that he was with us on the tariff. Well, I must say that sympathy on the tariff is of very little use unless something else goes with it. He gave us to understand that he was opposed to us on the question of the Hudson bay project; possibly his opposition there will be about the same as his sympathy on the other question. Speaking of the tariff, it does seem too bad if we are restricted both in our buying and in our selling; because I am convinced that the restriction in our selling is brought about by the restriction in our buying. And along with these two restrictions, we shall suffer a further handicap if we are restricted in our outlets.

The hon. member for Lunenburg made reference to Captain Anderson's report on his trip in 1914, and emphasized the difficulty Captain Anderson had experienced in connection with getting stuck in the ice. Well that does not establish the impossibility of navigating Hudson straits. We know that many sea captains have got stuck in ice on the Atlantic. I am not a seafaring man, but I have had a little experience in that regard myself; I was on a vessel which was stuck two days and two nights in ice and fog on the Atlantic.

I might go further into this report, but I think it would be better to close the debate. I was disappointed that the Acting Minister of Railways (Mr. Graham) did not go further than he did. We were to glad to know that the government had no intention of abandoning the project and that the 332 miles would be brought up to standard. But when we get that far we are no further ahead than we were in 1918, and I would like to see some indication that something further is to be done in that regard.

Mr. GRAHAM: You will be a good deal further ahead than you are now—118 miles ahead that otherwise would be gone.

Mr. KNOX: There will be some delegations down here shortly from the West asking for something more than what is embodied in the minister's statement, and I hope the government will accede to their request.

[Mr. Knox.]

In looking over this resolution I cannot see anything in it that the government cannot accept, having in mind the remarks made by the Acting Minister of Railways as well as by the Minister of Finance (Mr. Fielding). I do not think, therefore, that it is too much to ask that the resolution be adopted.

Mr. SPEAKER: Is the House ready for the question?

Mr. MARLER: Mr. Speaker—

Mr. SPEAKER: The hon. member may not speak at this stage without the unanimous consent of the House.

Some hon. MEMBERS: Go ahead.

Some hon. MEMBERS: Question.

Motion (Mr. Knox) agreed to, on division.

On motion of Mr. Mackenzie King, the House adjourned at 11.40 p.m.

Tuesday, March 13, 1923

The House met at three o'clock.

REPORTS PRESENTED

Third report of the select standing committee on Banking and Commerce.—Mr. Maclean (Halifax).

First report of the select standing committee on Railways, Canals and Telegraph lines.—Mr. Cahill.

BANKING AND COMMERCE

Hon. A. K. MACLEAN (Halifax) moved:

That the third report of the select standing committee on Banking and Commerce be concurred in.

Motion agreed to.

MARINE AND FISHERIES

Hon. ERNEST LAPOINTE (Minister of Marine and Fisheries) moved:

That the fifty-fifth annual report of the Department of Marine and Fisheries for the fiscal year 1921-22 be referred to the select standing committee on Marine and Fisheries.

Motion agreed to.

ADMIRALTY ACT AMENDMENT

Hon. Sir LOMER GOUIN (Minister of Justice) moved: That the House do tomorrow go into Committee of the Whole to consider the following proposed resolution:

That it is expedient to amend the Admiralty Act, chapter one hundred and forty-one of the Revised Statutes of Canada, 1906, and to provide that the Governor in Council may, from time to time, appoint for any admiralty district one or more deputy local