

ject. I have had such suggestions made to me frequently and I have said that on such and such a day Supply would be moved; as to the rest it was in the judgment of the House.

#### SUPPLY—RAILWAY TO HUDSON BAY.

Mr. FIELDING moved that the House go into Committee of Supply.

Mr. W. E. KNOWLES (West Assiniboia), Mr. Speaker, as has been said by an hon. gentleman opposite this afternoon the notice of this motion has been on the Order Paper since the commencement of this session asking that the government should take into their serious consideration the question of transportation in reference to the Canadian west and especially in regard to the construction in the very near future of the Hudson Bay Railway. It had been my purpose to go on with that motion on the first available opportunity, and I have been watching for such an opportunity for weeks, but upon any occasion upon which I have been present it has not presented itself. Yesterday it was dropped that I might have the privilege which is open to every hon. member of this House of presenting views upon this and similar subjects on the occasion of our going into Committee of Supply.

The proposition which I desire to bring before the House is one which my hon. friend from Saskatchewan (Mr. McCraney) seconded last year and one which I believe he will still endorse. Over a year ago I brought to the attention of this House this same problem. On that occasion I had a very strong case to make before the House in view of the very congested condition of the transportation facilities in the west. The House will recall that a year ago there was a very much more serious congestion than there is during this present year. Happily this year we have not had the vicissitudes in regard to weather conditions to cause a repetition of the very serious condition of affairs which prevailed a year ago, but I am sorry to have to say again this session that notwithstanding the condition of the season, the favourable weather we have had and the unfortunately small crop, there has still been a great deal of congestion. I have seen at different points in the elevator towns in the Northwest a condition of affairs where men were not able to ship the grain which they had raised for weeks this last fall because of the repetition of this congested condition of affairs, and I must say that I cannot too forcibly impress upon the members of this House the seriousness of a condition of that kind. When we find that men have worked their farms through the summer to the end that they may have the product of the soil to sell, and when we find that when they have that product ready for market they are not able to move it, they are not able to find a purchaser for their grain, it is indeed a most serious condition

Mr. FIELDING

of affairs. I myself have stood at many elevator points along the different railway lines and I have seen farmers standing with their hands in their pockets looking up at the elevators and entirely helpless to raise one dollar upon their grain.

However, the condition of affairs this season was not nearly so serious as in the season before. But that does not in any way make me hesitate in my desire to bring this question again before the House during the present session, for I think it would be the utmost folly if we were to say that because last year we had something of a failure in our crop, and because this winter has been so favourable in weather conditions there has not been the congestion that otherwise would prevail and therefore, we have considered the transportation problem solved. That would be a most foolish policy. I desire on the contrary to say that under these circumstances, while they ensure against a repetition this year of the serious condition of affairs that we had a year ago, at the same time instead of making us less anxious they should make us more anxious, because it is no exaggeration to say that as each succeeding year comes upon us there will always be a greater problem to solve than there was in the year before. The country is filling up by leaps and bounds, and unless there is something undertaken by the government of Canada in the very near future I am at a loss to know how we will solve this great problem of transportation. We have had during the last few seasons an abnormal increase of our population by immigration. During the year 1906 there came into our country from Great Britain, 97,757 immigrants; from the United States, 63,782 immigrants and from continental Europe, 54,373; making a total of immigrants in 1906 of 215,912. In the year 1907 we had a total immigration of 277,376, a very material increase over the number of immigrants in 1906. And, I am happy to say that the class of immigrants which we have been receiving in recent years belong to the very best class of people we could expect to bring to this country. I might cite as an instance of this that the settlers from the United States in 1906 brought with them settlers, effects to the value of 49 million dollars, and in 1907 they brought with them settlers, effects to the value of 52 million dollars. And, I may say to those gentlemen who are prone to talk about the balance of trade being against us, that if they consider such an item as this in their calculations it would go a long way to explain how it is that our imports are greater than our exports. If we take 52 million dollars worth of settlers effects brought from the United States alone, it will give us an average per capita for each immigrant of over \$800. We are all aware that the immigration during the present year has been larger than it was last year,