

he has allowed not only sufficient money to repair that piece of road but to continue the steel a long way towards Port Nelson.

A great deal is being said, Mr. Chairman, about which port we should go to; the question is raised whether we should go to Port Nelson or Fort Churchill. For my part, I say let us finish the road to Port Nelson, and finish it quickly. The Minister of Railways has covered the points that I had intended to deal with in that he has quoted from the report of the Senate committee on the Hudson Bay route, and therefore I shall not deal with the matter at any length. But I want to ask the minister, does the Hudson Bay railway get credit for the ties and the rails that were removed and used on the Canadian National?

Mr. DUNNING: Yes, for every dollar.

Mr. MULLINS: And for the supplies that were sold to the Hudson's Bay Company's factor?

Mr. DUNNING: That is all credited.

Mr. MULLINS: I thank you. I received a letter from The Pas stating that small ties were being placed upon the main line. In that regard I want to make an apology to the Minister of Railways, for I find those ties were being used for sidings and not for the main line, although some of them were spread along the main line. Those little six-inch ties were not suitable for the main line.

I am sorry a number of my Conservative friends seem to have doubts as to the feasibility of this route. I have no doubts whatever; I have confidence in the navigability of the straits. The completion of that road will give us in central Canada a port within easy reach. Geographically situated as we are in the west, it will be a relief to us to get this means of transportation. That is what we are clamouring for, and the tariff and other issues that we have been talking about sink into insignificance alongside the transportation question for the man who is on the land in western Canada. So I appeal to my fellow-members to be fair to western Canada. Don't be too drastic in your ideas. You got \$153,000,000 for canals in eastern Canada.

An hon. MEMBER: For the west.

Mr. MULLINS: I have the estimates here, and I notice the total at the bottom is \$153,167,000. You sold a quantity of land of ours and have the money on hand, and we ask you to complete the railway, for even if the straits were never navigable—of course, I contend that they are navigable—this railway

will pay for itself out of the local freight. I know that country from personal experience. It is rich in minerals, it is rich in agriculture right through to Nelson, and the bay is rich in fish. It is a wonderful piece of country, and I ask doubting Thomases to change their minds and let the road be completed instead of throwing barriers in the way.

I want to make an explanation, Mr. Chairman. I am speaking not from my seat to-night because I want the Manitoba Free Press to know that I was here when this question came up. For some reason or other they stated I was not present on the former occasion—Friday—when this question was discussed. The hon. Minister of Railways knows I was here.

Mr. DUNNING: You were here.

Mr. MULLINS: The hon. Deputy Speaker knows I was present; but it was published in western Canada that I was absent. I have travelled since eight o'clock this morning over several branch lines of railway in order to be present for fear that the question would come up to-night. I do not want to talk cattle any more, but I want to say, Mr. Chairman, there is no route so well adapted for getting the live stock of western Canada overseas as the Hudson Bay route. It is a cool route. The ships will be nice and cool.

Some hon. MEMBERS: Oh, oh.

Mr. MULLINS: Not too cool, because up at Hudson bay the season is further advanced at the present time than it is here. While we had snowbanks in front of these buildings piled mountain high, there was balmy weather at Hudson bay. I have Hansard here away back for the last thirty years, and I find during that time every party that came into power promised to build a piece of that railway. The project has been dangling in front of us ever since. I am tired of these delays. Let us build the road, and build it quickly. Give us a chance to demonstrate to you that what was said at the time the Canadian Pacific railway was projected, that all the land west of lake Superior was only a frozen, barren wilderness, is just as misleading when applied to the country which this railway will serve. Whenever in the pursuit of my business I have crossed the Atlantic I have met old sailors and asked them where they have been, they have told me they were up in the Hudson bay, and they have always added that they would rather navigate the Hudson Bay straits than the straits of Belle Isle. There are more icebergs in the straits of Belle Isle than in the Hudson Bay straits. If anything like the