

*Hudson Bay Railway*

an alternative outlet for our products will to a very large extent solve our transportation difficulties. Not only will it be an outlet but it will be a competing outlet for our produce to the sea, bringing into line the other routes and the interests that control the other outlets.

It has been pointed out by the seconder, and I think also by the mover of the resolution, that Canada has suffered no loss through the building of the Hudson bay railway. Too often we hear repeated what the East has done for the West. I do not like that kind of argument, because I do not believe there is very much in it. Most of the money that has ever been invested in the West has been at so much per cent, and I hope the interest has been paid most of the time. When we come to deal with the building of railways I think we will find that the railways of the West have been largely financed from the values that have accrued through the building of the railways in the West, and the Hudson bay railway at the present time, as far as I can understand the situation, has not cost this country very much, because the land that has been set aside for that purpose has met the demands made in this respect. So that from a financial point of view we have not suffered very much in the building of the Hudson bay railway up to the present time.

It has been pointed out that the natural outlet to the western provinces has been to the south of us. Those of us who live in the West realize that fact, but I think we are good enough Canadians to say that if we can possibly make things go along successfully, we are prepared to do anything we possibly can to develop a national feeling and a national business within ourselves. We appreciate to a very large extent anything that would tend to develop trade between Great Britain and Canada, which I claim would be of great benefit both to Canada and Great Britain.

Now the opening up of this suggested route, should it be feasible—and I believe it is—would do a great deal towards solving one of the great problems we have in the West at the present time. Agriculturists who have studied the situation in the West, and who know the conditions as they exist, are pretty well convinced that the salvation of our western provinces will be in the development of the live stock industry. I know very well that for a great many years to come wheat will be the principal export value that will be produced in these western prairie provinces. Not only that, Mr. Speaker, but I believe the public debt will have to be paid to a very

large extent by the produce of those same western provinces, and that the wheat will play a very large part in paying that debt. Nevertheless from experience we are finding out that, in order to carry on agriculture successfully, there must be diversified farming, and there must be a rating of live stock. The transportation of live stock to the sea by a long railway haul is a much more difficult problem than the hauling of grain, and if we could make it possible to export cattle by the Hudson bay route, I believe we would be going a long way towards solving a great many of the difficulties in the way of the development of agriculture in the western prairie provinces.

I should like to point out to the eastern people that the eastern agricultural interests can well supply all eastern wants in that direction. That is one of the unfortunate situations of the western people. I do not care what interests you have in the East, you know very well that the eastern provinces are quite capable of supplying all the agricultural needs of any industries you are likely to have in the East for many years to come, and the western provinces are impressed with the fact that they have to find a market outside for their products.

I hope hon. members of this House will look upon this situation sympathetically and will not dismiss it without consideration. I have heard round the corridors of this House, almost with a laugh, the question: "I suppose you are going to bring up the Hudson Bay railway question?" I want these gentlemen not to dismiss the matter without giving it the attention it deserves. If it can be shown that the project is impracticable, then by all means we do not want the Hudson Bay railway. I would qualify that, however, by saying that I believe the completion of the railway would in itself be a feasible thing, even though the development of the bay should not go on. As the mover of this resolution has said, the road would be a colonization road, and the completing of the line would be something well worth doing, something which would contribute to the development of northern Manitoba. We do not want money spent foolishly; we want the question decided on its merits. But I do believe there will never be contentment in the West; never will the western people be satisfied, until that railway has been completed and the question has been decided by actual experience. It has been demonstrated conclusively that the route is feasible, because the charts in the department show that vessels have made the trip back and forth time and again without encountering ice at all