

Supply—Hudson Bay Railway

Stefansson as to the cultivation of reindeer and musk-ox, and would urge upon the government that the Department of the Interior be empowered to take hold of this matter, earnestly taking advantage of what has been done in this regard by the United States government.

Then they go on to make a reference to the explorations of Mr. Stefansson which of course is a matter that is not vital to the subject we are now discussing.

The province of Ontario has always displayed an interest in development in that part of the country and has been most anxious to secure rail communication with Hudson bay. When Nelson was selected as the terminus of the railway, arrangements were made to provide access to that point for the Temiskaming and Northern Ontario Railway. Several years ago Ontario commenced the extension of the Temiskaming and Northern Ontario Railway northerly from Cochrane in the direction of Moose Factory on James Bay, and I am informed that about one-third of this extension has been completed and is in operation. It is interesting to study the experience of the Temiskaming and Northern Ontario Railway inasmuch as it has provided a spectacular instance of the benefits which sometimes result from the construction of railways having for their object the development of latent natural resources—resources of the type to which I made reference this afternoon when discussing the possibilities of local traffic on the Hudson bay line. The Temiskaming and Northern Ontario Railway was originally projected to open to settlement the agricultural clay belt of the Temiskaming district. Before the good land was reached the construction of the railway revealed the rich silver deposits at Cobalt, while the more northerly construction made possible the development of the gold areas of the Porcupine; and several branch lines were found necessary to tap the considerable mining fields which were discovered. I have here a great deal of information which I may sum up in this statement: Including nickel and copper from the Sudbury area as a result of the construction of the Canadian Pacific Railway, there has been produced in the area served by the Temiskaming and Northern Ontario Railway, and in the Sudbury area as well, a total mineral wealth of more than \$800,000,000 up to the end of 1925. And these figures do not take into consideration the development since the construction of the railway of the forest products taken out of that territory nor of agricultural development. The same general mineral formation in which valuable deposits have been found along the Temiskaming and Northern Ontario Railway extends northwestwardly through the [Mr. Dunning.]

new Red lake mineral field about which we have heard much in the House recently, and on up to Herb lake and the Flin Flon area on the Hudson bay road. We have reason to hope that considerable and very valuable mineral traffic may develop on the Hudson Bay railway. As I shall probably have to make a number of speeches on different phases of the subject as various members advance their ideas, I do not think I need say anything further at the moment.

Mr. HANNESSON: Is this \$3,000,000 estimate based upon any report available to the House, showing the present condition of the railway?

Mr. DUNNING: There is no such report available. The officers of the Canadian National Railway, who submitted this estimate, are at present in charge of the road, and consequently have had an opportunity of studying in detail such reports as are submitted by the men on the ground. I have consulted with these men. I may tell my hon. friend frankly that I desired, quite naturally, that if possible money should be spent beyond the end of the present steel; that was my wish. But the engineers and the operating officers of the Canadian National Railways convinced me that we should be proceeding much more wisely if we decided to put the existing road into shape rather than run the risk of subjecting it to more traffic than now passes over the road, with resultant wrecks. The cost of one wreck as a result of a faulty track would provide for quite a little work in the way of reconditioning the road.

Mr. HANNESSON: There is no report available?

Mr. DUNNING: No. I have read, of course, from the reports of the officers.

Mr. MULLINS: Mr. Chairman, this is a question I have been vitally interested in for a great many years, and I have given it much thought and study. I happen to be one of those now in the House who was present at a political meeting thirty-eight years ago when this question was brought before the electors of Winnipeg. We were then told we were going to have this railway. We had a telegram dangled before us that the steel was on the way. It has been on the way ever since. I want to see this railway finished. The hon. Minister of Railways has placed in the estimates a certain sum to repair the Hudson Bay railway. From my seat in this House I want to say that the railway does require repairs. I have travelled over it to mile 184, and I know its condition. But in my opinion