

the railway. It has always been somewhat of a mystery to me why the work was pushed ahead during the period of the war while since the war the work on the road should have stopped. In 1918 there was an item in the Estimates of \$1,000,000 for the completion of the road. The officials of the department said the road could be completed at that time for that amount. None of it was used because it was claimed that rails could not be obtained for the completion of the road. In 1919, for the first time in many years, no item appeared in the Estimates for work on that road except the item of \$100,000 that we have in the Estimates to-day for work at the terminals. That is merely a nominal sum in order that the Government may be provided with the necessary fund to look after the terminals, and do any repairs needed, provide watchmen and that sort of thing.

I may tell the minister that the people of the West are greatly disappointed that the road is not being pushed forward. The minister has just said that this pledge made by the present Prime Minister and this plank in the platform of the Conservative party have been carried out. The facts certainly do not carry out that statement.

I will tell the House what has already been done; in fact a little more has been done than what the minister has stated. The grading has been completed to the bay, including the construction of two steel bridges over the Nelson river and another over the Saskatchewan river. Three hundred and thirty-two miles of steel have been laid, leaving only 92 miles of steel to be laid to finally complete the railway to the bay itself. As I have already said, of the steel which has been laid the last rail was put down in the year 1916, and since that time no more steel has been laid. During five years the Canadian Pacific Railway Company constructed 1,900 miles of line; in ten years on this road only 332 miles have been built. If that is carrying out the pledge of the Government I do not know the meaning of the term. At Calgary a month or so ago a meeting was held of all the Boards of Trade of Western Canada. It was a large meeting, and this matter was discussed there, and a resolution was passed calling for the immediate completion of the railway. Resolutions of a similar character have been passed from time to time by nearly all the public organizations of Western Canada.

[Mr. Campbell.]

Now for a minute or two I would like to review the history of this project. The matter was first brought to public attention almost fifty years ago. I was speaking to a senator the other day, and he told me that as a member of this House he acted on a committee thirty years ago which considered and investigated the Hudson Bay Railway project. Since that time debates have taken place on the subject in Parliament almost yearly. The work was commenced by the Laurier Government in 1910, and was taken up by the Borden Government when they came into power in 1911. Then work was stopped, an investigation took place, and later on in the year work was once more resumed and has resulted as I have described. As I pointed out last year so much of the road has been built that if it is not completed and that part of the line which has already been built put into a satisfactory condition great loss will result from deterioration and decay. The minister told us to-night that \$80,000 are to be placed in the Supplementary Estimates for the purpose of putting into proper condition that part of the road over which trains are running, that is 214 miles. Now rails have been laid for 332 miles. There is therefore the remainder, 118 miles, which, I presume, it is proposed to leave entirely untouched until the elements have got in their work with the result that later on a great deal more expense will have to be incurred in order to put that part of the road again into good condition. For some time past representations have been made to the minister—not only by myself but by all the western members who are interested in the construction of this line—for the laying of at least 17 miles of steel this year to connect with two trestles which were built on the Limestone river. With steel connection to the Limestone river, boats could be taken from there down to Port Nelson. A series of rapids would thereby be overcome, and these trestles protected, otherwise they would suffer serious damage in a very short time. I was recently informed that what I feared has happened, the larger one of them has been carried away and this probably represents a loss of \$25,000 or \$30,000 to the Government in that respect. Unless this matter is gone on with in a businesslike way the project might as well be abandoned, because the road will have to be rebuilt unless it is given immediate attention.

Various reasons have been advanced for not completing the road. One is the lack