

Hon. Sir MACKENZIE BOWELL: I would suggest that the hour of meeting should be eight o'clock instead of three o'clock.

Hon. Sir JAMES LOUGHEED: I consent to that.

Hon. Mr. BOSTOCK: Is there any reason why the adjournment should not be until Tuesday?

Hon. Sir JAMES LOUGHEED: I took the matter up with the Prime Minister, and it is expected that the Commons will adjourn for a considerable period during the same week. I therefore think it desirable that we should be here on Monday.

The motion was agreed to.

The Senate adjourned until Monday, February 5, at eight o'clock.

## THE SENATE.

Monday, February 5, 1917.

The Senate met at Eight o'clock, the Speaker in the Chair.

Prayers and routine proceedings.

### NEW SENATOR INTRODUCED.

Hon. Henry W. Laird, of Regina, Saskatchewan, was introduced by Hon. Sir James Lougheed and Hon. Mr. Sharpe, and took his seat.

### GOVERNMENT CONTROL OF ELEVATORS.

#### INQUIRY.

Hon. Mr. POPE:

Is it the intention of the Government to take over at an early date all the terminal elevators at Fort William and Port Arthur, either by purchase or lease? If not, why not?

Hon. Sir JAMES LOUGHEED: It is not the present intention of the Government to take over the terminal elevators at Fort William and Port Arthur by purchase or lease. The Government as a matter of policy determined to construct certain terminal and internal storage elevators. This has been carried out as far as considered advisable at present, and no further extension will be made unless further consideration and an easier financial situation render it desirable and feasible.

### HUDSON BAY RAILWAY.

#### INQUIRY.

Hon. Mr. CASGRAIN:

1. What is the total amount expended as on the first day of December, 1916, on the Hudson Bay Railway enterprise? (a) How much on the railway itself? (b) How much on the terminals? (c) How much on the port, wharves and the excavation of the channel to deep water?
2. What will be the length of the excavation to deep water?
3. What will be the depth of the water at low tide in the excavated channel?
4. What will be the width of this artificial channel?
5. What is the estimated cost of all the excavation in the port and channel when completed?
6. How many miles of the railway have been graded from Le Pas?
7. How many miles remain to be graded?
8. What is the distance to-day from Le Pas to the end of steel?
9. What is the estimated cost of the said railway when completed?
10. What is the estimated cost of the terminals when completed?
11. What is the estimated cost of the grain elevators, if any, to be built at the terminals?
12. What is the price of coal to-day at Port Nelson?
13. How many men have been employed in the Government works at Port Nelson last summer?
14. How many are there now in the pay of the Government at Port Nelson?
15. How many steamers have been chartered or otherwise employed by the Government to transport men, materials and supplies to Port Nelson?
16. What are the names of these steamers?
17. What has the Government paid for that service?

Hon. Sir JAMES LOUGHEED:

1. Total amount expended to December 1, 1916, \$17,557,100.42—(a) expended on the railway, \$12,103,603.43; (b) expended on Port Nelson terminals, \$5,453,496.99 (includes ports, wharves, excavation of channel).
2. The channel from turning basin at docks to deep water of natural channel will be about three-fourths of a mile in length, beyond which some improvements will be made at isolated points in the natural channel for a further distance of one and a quarter miles.
3. 20 feet.
4. 500 feet.
5. No separate estimate of cost of dredging has been made.
6. About 413 miles ready for track.
7. 11 miles.
8. 332 miles.
9. \$16,000,000.
10. \$10,000,000.
11. \$1,000,000.