

Mr. J. D. REID: I will be glad to show the hon. gentleman the correspondence I have had with the contractor.

Mr. CAHILL: What work has been done on the Kamloops line up to date?

Mr. J. D. REID: I will try and get that information before we go on with the Supplementary Estimates.

Mr. CAMPBELL: Is the line being built from Preeceville or Sturgis to Hudson Bay junction? Several deputations were down here last year to see the minister in connection with that work and he said he could not satisfy them then but that possibly something could be done this year.

Mr. J. D. REID: Even with all that we have laid out they are afraid it is going to be difficult to get men, rails and equipment. With regard to the question as to the operation of the Hudson Bay railway, there is an amount in the Main Estimates of \$100,000 which is to pay the expenses of looking after the terminals at Port Nelson and other works in connection with keeping the road in operation. In addition to that we have in the Supplementary Estimates \$80,000 which is the estimated cost of putting in repair the present mileage and to keep the road in such condition that it can be operated until construction is finally completed. There is no doubt whatever, and there need be no doubt in the minds of the people of that locality, that the Hudson Bay railway will be kept in operation up to where it has been operated for some time.

Mr. CAMPBELL: Is it the intention of the minister to lay any more steel or to do any further construction work this year on the Hudson Bay railway?

Mr. J. D. REID: No, I am sorry to say that owing to the shortage of labour, finances and everything else, the intention is not to lay any steel farther than it is at the present time,—I think it is 310 miles—but to keep that 310 miles in operation. Some doubt has arisen as to the completion of the Hudson Bay railway. There never was any doubt at all in the mind of the Government. It is the intention of the Government at the earliest possible date to see that that road gets through to Hudson bay. The Government started it and they intend, as soon as the situation will allow, to see that the road is carried on to the Bay.

Mr. CAMPBELL: I may say to the minister that his statement this evening is very

much like a statement that I have heard before. I quote from the Canadian Annual Review of 1911 a statement made by Mr. R. L. Borden (as he then was) during his tour of Western Canada. Hon. gentlemen will remember that 1911 was an important year in the history of this Government. The statement was as follows:

The Conservative party has been committed to the construction of the Hudson's Bay Railway since 1896. The road will be built by the next Conservative administration without one day's unnecessary delay. It will be operated by an independent Commission on behalf and in the interests of the people with full control of rates.

That statement is practically the same as the statement the minister has made at the present time. In the platform of the Conservative party, as taken from the Canadian Annual Review of the same date the policy of the Conservative party is laid down as follows:

Construction of the Hudson Bay Railway and its operation by an independent commission.

Mr. J. D. REID: What date was that?

Mr. CAMPBELL: It was 1911.

Mr. J. D. REID: Since that date we have built 310 miles—

Mr. CAMPBELL: Yes, 332 miles.

Mr. J. D. REID: True, 332 miles,—graded the road right in to the Bay, spent \$17,000,000 and I think the hon. member will not dispute the fact that if the war had not come we would have had the railway right into Hudson Bay and therefore the pledge of my right hon. friend (Sir Robert Borden) has been carried out almost to the full extent. The war prevented the road being completed.

Mr. CAMPBELL: As far as the war is concerned, this Government carried on the construction of the Hudson Bay railway and the terminals until the war was finished, but on completion of the war the work on the Hudson Bay railway stopped. That is something I never could understand. During the war the greatest amount of money was spent and work done on the Hudson Bay railway. Nearly all the work that was done on the terminals was done while the war was in progress, the steel was completed to mile 332 at the end of 1916, and further work was done on the road in 1917, including the partial construction of the second bridge over the Nelson river. That bridge was completed almost at the same time as the armistice was signed. But since the armistice no work whatever has been done on