

*Supply—Hudson Bay Railway*

route. In the matter of pre-emptions and purchased homesteads, provision was made under the Dominion Lands Act of 1908 for the sale of these pre-emptions and purchased homesteads. Speaking to the point as to what was to be done with the revenue derived therefrom, Hon. Frank Oliver—and remember he was a member of the government when that provision was made—speaking in this House on 26th May, 1913, as reported at page 10951 of Hansard, said:

The question has been raised here in regard to the cost of this railroad, the charge upon the treasury. Some years ago the principle of pre-emptions was introduced into the western country, with the understanding that the fund accruing from the sale of pre-emptions would be considered as an extra source of revenue from which the Hudson Bay railway might be constructed.

That understanding has been confirmed tonight by the words of the Minister of Railways. What moneys up to date have been derived from the sale of these pre-emptions and purchased homesteads? A recent return submitted to this House in answer to an inquiry by the hon. member for Neepawa (Mr. Murphy) shows the following figures: The number of acres sold up to March 31st of this year were—pre-emptions 12,763,040 acres; sale price, \$38,289,120. The acreage of purchased homesteads sold was 1,322,840 acres, and the sale price thereof \$3,968,520, making a total sale price of \$42,257,640. The moneys actually collected were as follows: Up to February 28th of this year there was collected on account of the sale of pre-emptions, \$16,635,639.39 and for purchased homesteads \$3,191,648.98, making a total collected up to the end of February last of \$19,827,288.37. There is a balance still outstanding in respect of the sale of homesteads and pre-emptions that have not been cancelled of over \$7,000,000. I draw attention to these facts for the reason that those are lands of the western provinces contiguous to that railway. On the word of the Hon. Mr. Oliver, who was in the government at that time provision was made for the sale of those lands, it was distinctly understood, although not definitely provided in the statutes, that as to these moneys the proceeds thereof should be earmarked as a fund for the completion of the Hudson Bay railway. I think that is a matter worthy of some consideration.

It is urged against this route that it is but a dream. I ask hon. members of this House, was not Canadian confederation a dream? Was not the carrying through of the Canadian Pacific railway to the Pacific coast a dream? Was not the securing of Canada as an integral part of the British Empire a

[Mr. W. W. Kennedy.]

dream? But these are dreams that have since become realities. The opening up of northern Ontario by the Temiskaming and Northern Ontario railway was a dream, but it is now a reality. I say to those hon. gentlemen that at the heart of everything worth while there is a bit of dreaming. The people of the west have been promised the completion of this railway not by one party only but by the leaders of all political parties on the hustings throughout this country for the last forty years. If then the people of the west have come to believe the pledges of the leaders of these parties, no blame is to be attached to them. They now ask for their redemption. As much as two hundred and fifty years ago the Hudson Bay route was the only ingress and egress to that western country. The Selkirk settlers who settled along the Red river came from Scotland via the Hudson bay. The Hudson's Bay Company have been using that route in their trading operations for nearly three centuries. The feasibility of the route has been proved by that method of ingress and egress for two hundred and fifty years.

If you look at the map of Canada you will find that the Hudson bay is the great natural outlet for western Canada. You will also find something else. You will find that to-day our settlement runs along the American border. To what direction are we going to look? Are we going to look to the south? There is only one way and that is northward. Build this road and you roll the map of Canada northward. That means new Canadians. If that road does nothing else—if it never carries a bushel of wheat to the markets of the world, if it never carries a steer to the world's markets—it will open up a country rich in mineral resources, rich in water power, rich in possibilities. It will open up the fisheries of Hudson bay, and as a colonization road alone its construction will be worth while.

Mr. MILLAR: The hon. member for East Algoma (Mr. Nicholson) raised one question that I should like to clear up. He seemed to find some difficulty in realizing that wheat could be taken out by this new route providing it was finished and the elevators built. May I point out that it has not been the custom of those who ship grain to ship it all out in a very short time? It would be impossible to do that even if they wished, and it would not be desirable. I have figures here, from government statistics, showing that on the 31st of March, 1924, 177,000,000 bushels of wheat were in the terminal elevators, in the hands of the farm-