

*Supply—Hudson Bay Railway*

The CHAIRMAN: I might say to the hon. leader of the Progressive party (Mr. Forke) that of course while in the chair I have no particular sympathy with any party or any member. I need not go further than that so far as he is concerned. About an hour ago the hon. member for Selkirk sent me a note saying he would like to follow the hon. member for St. Lawrence-St. George. I wrote him in reply that the arrangement was quite satisfactory to me. Shortly after the hon. member for North Battleford (Mr. McIntosh) also sent me a similar note, and I told him where he would come in. Then the Minister of Railways asked that he might follow the hon. member for St. Lawrence-St. George, and to this the hon. members for Selkirk and North Battleford agreed. The hon. member for Nelson rose in his place first, and if he desires to exercise his right he is entitled to the floor, but I think under the circumstances that, as he has just admitted, both the hon. member for Selkirk and he are fighting for the same cause in this debate the incident is satisfactorily settled.

Mr. FORKE: Mr. Chairman, I think we ought to have this matter definitely settled. It is just a point of order. I have always understood that when the Speaker was in the chair during a regular debate it was arranged between the whips in what order hon. members should speak, and the Speaker was furnished with a copy of that list, but this is the first time I ever knew that the chairman of the committee of the Whole kept such a list with no arrangement whatever being made.

The CHAIRMAN: I might also say to the hon. member for Brandon that the practice is quite usual, whether in committee or in the House and if persons send their names to the Chairman he is perfectly justified in following that list.

Mr. HANNESSON: When the motion to adjourn the debate was made last night I had not intended speaking because I felt the House to be so favourable to this item that it would be useless to take up any more time. But I have a deep interest in this subject, and the remarks of to-day and last night compel me to say a few words. When in 1886 the famous telegram to which the minister referred was sent saying "Hurrah; the rails are shipped", the projected route of the Hudson Bay railway was through the constituency of Selkirk, and to-day the dump from which the rails were removed is still to be seen at Warren, Manitoba. The descendants of the original Selkirk settlers are also to be found in that constituency, people who came in by way of Hudson bay, and the descendants of most of [Mr. Bird.]

the Hudson bay factors find their homes there. These people have all had to do with the Hudson bay and the north country, and they have not only a sincere belief in the feasibility of the route but a conviction that it can be made to pay and that the completion of the road is inevitable. If I thought for one moment there was any danger that this item might not pass, I would not be doing my duty if I did not say something. But I believe something should be done to controvert what I can only characterize as propaganda against that railway which I regret to say has come almost altogether from this side of the House, with the exception of the hon. member for Winnipeg North Centre (Mr. Woodsworth).

Mr. WOODSWORTH: I would just like to say that I resent having my speech characterized as propaganda against the railway; in my remarks I stated that I would vote in favour of the estimate. I prefer to make my statements in my own way, without having them characterized by the hon. member opposite.

Mr. HANNESSON: My hon. friend's remarks will speak for themselves, and I am sure he will again have occasion to do some explaining in this connection. Last night I was very much impressed by the remarks of the hon. member for South York (Mr. Maclean). He pointed out that the destiny of Canada would be realized in the north, and I am a firm believer that if we are to realize our destiny we must look northward. Every movement in that direction has been successful, and has worked to the good of Canada.

Every argument I have heard in this House and elsewhere against the feasibility of the Hudson Bay railway has been almost identical with the arguments advanced against practically every effort that has been made to extend our civilization and settlement northward. I can also say that during the years I have heard the Hudson bay route discussed—and they are many—the same kind of talk has gone on as we have heard in this House with regard to the feasibility of the route. It is a remarkable thing that although the hon. member for St. Lawrence-St. George (Mr. Cahan) had apparently spent a good deal of time gathering data and material to demonstrate that the route was not feasible and would not pay, he was unable in support to quote a single witness with the exception of Mr. McLachlan, a man uninformed in many things, however well he may be informed in others. It is all very well for hon. members to say that the north is a frozen country