

I am not casting my vote in this House because some person who never was in Hudson bay gets up and says that in September and October someone bathed there and the climate is beautiful. You will never make the route pay on climate alone, my information teaches me. In the bay itself, as the hon. minister says, the difficulty is with the ice fields, 100 miles long, and from 75 to 85 miles wide. Is it proposed that when a steamer leaves the dock an aeroplane shall accompany her overhead, with a string hanging down to chart the course and tell her where the opening in the ice field is? There may be some value in the air service there. But after all is said and done, until you have determined, as the hon. member for Pictou has said, that this route is feasible, the conditions obtaining in the bay as we know them certainly indicate that as a grain route much has got to be done before it will be feasible. I do not know whether it is feasible or not, but I will say this: Having made one trip in there there is not enough money this House could vote to-night that would induce me to make another in an ice breaker in the Canadian service, which ice breaker was built for the purpose of navigating water such as that. Let me add that in 260 years the Hudson Bay Company, with all their millions, have never built a steamer until this last year. The newspapers advised us the other day that they are putting their first steamer in service in that bay, to cross the Atlantic, and that it is of the ice breaker type. If you are going to have steamers of that kind, as the hon. member for Pictou has pointed out, surely it is only a mathematical problem to figure out how much higher your rates will have to be when you attempt to carry grain in boats of that character, as against boats that are proper grain boats operating from ports further south on the Atlantic. So if we are asked to vote this item for the railway as a grain route, I say that our information at the moment does not warrant it.

Then we get back to the second reason offered, and that is that the land on either side is rich in minerals, and that the road should be built as a colonization road. As a Canadian, I hope that the land on either side is rich in all sorts of minerals, as I know the bay and streams are rich in fish. But I still say, in view of all the millions we have spent on colonization roads in this country and the difficulty we have in getting people by one scheme or another to settle along the various lines of railway that have been built, that now is not the time to embark

upon another colonization road and spend three or four million dollars for that purpose.

If there is one reason why this road should be built now and why this item should pass, there is one reason only, and that is the sentimental one. In the west, through propaganda in all these years, due to the fact that one leader of one party, then another leader of another party, in order to get some support in that part of the country, had to go west and pledge the party all over Canada to the support of that proposition, there has grown up a sentiment in that part of the country in favour of it, and if we pass this vote we shall be doing so in obedience to that sentiment in that part of the country.

Listening to the arguments that have been adduced, I say that that is the only reason I can see for asking my people in Nova Scotia to vote any money for this purpose, namely, in order to satisfy the great mass of people in the west, to prove to them that we in the east are ready, as we have always been since confederation, to put our shoulder to the wheel and help bear these additional burdens, that we may have unity in the Dominion. That is the only reason that has appealed to me and if I vote for the measure it will be upon that basis, and upon no other that has been given to the House.

Mr. CAHAN: As it is now nearly twelve o'clock and we have been discussing other matters than this since two o'clock this afternoon, I would suggest that this is a reasonable hour to adjourn.

Some hon. MEMBERS: Carried.

Mr. CAHAN: The expressions of opinion on this side have shown that there is a sufficient number of hon. members over here in favour of this measure to enable the hon. leader of the government to put it through. But in view of the interest taken in the Hudson Bay road, a greater interest than is taken in any other measure before this House, I suggest that it is not wise to force us to discuss this question after midnight. I am prepared to go on, but the House is dealing very fairly with this issue, I think. No time has been wasted in long speeches; and I am suggesting, with great deference that the debate might well now be adjourned and a couple of hours be taken to-morrow, because there are a number who wish to express their opinion upon it.

Mr. MACKENZIE KING: Naturally it would be my desire to defer to the wishes of an hon. member like my hon. friend from St.