

Ontario is paying 43 per cent of that and of the expenses of running this country. Now our good Progressive friends say: We are going to hold up this government and compel them to build the Hudson Bay railway.

Some hon. MEMBERS: Hear, hear.

Mr. ARMSTRONG (Lambton): "Hear, hear," they say.

An hon. MEMBER: They will never get it.

Mr. ARMSTRONG (Lambton): What does that mean under present conditions when the people of Canada are demanding economy all along the line? At this very time we find these gentlemen demanding expenditures to the extent of at least \$50,000,000. Because what is the good of completing the Hudson Bay railway unless you also build terminals, docks and piers and put dredges there to dredge the harbour every year; unless you build special boats to take the western grain out through the straits to the markets of the world; and unless you build enormous elevators to store the grain for one year?

Mr. SPENCER: Does not the same argument apply to the Welland canal?

Mr. ARMSTRONG (Lambton): No, no such argument could possibly apply to the Welland canal. What about the expenditure on that canal? What is it being deepened and widened for? In order that the larger boats which bring down the products of the western farms can proceed into lake Ontario and save the western farmers from 3 to 5 cents a bushel. Those were the arguments placed before the government prior to their undertaking that expenditure.

Mr. SPENCER: Who by?

Mr. ARMSTRONG (Lambton): By the western farmers. The strongest kind of arguments that could be brought to bear in support of the deepening and widening of the Welland ship canal came practically solely from the western farmers.

Mr. SPENCER: What farmers?

Mr. ARMSTRONG (Lambton): Good farmers, live farmers, men who realized that unless they could get their products to the markets of the world at the lowest possible cost they could not compete successfully with their rivals.

Mr. EVANS: Can the honourable gentleman name one farmers' organization in the west that ever asked for the Welland ship canal?

Mr. ARMSTRONG (Lambton): The Minister of Railways—

Mr. EVANS: You cannot do it.

Mr. ARMSTRONG (Lambton): I say to the hon. gentleman that there is no doubt whatever in my mind on the point. I had the privilege of being chairman of the railway committee of this House for five years previous to 1921, and I know something about what was going on in the department of the Minister of Railways, and I am positive of the position I am taking in this regard.

Mr. McLEAN (Melfort): May I ask the hon. gentleman if he approves of the expenditures on the Hudson Bay railway made by the government which he supported; and if he approves of the policy of his leader for the completion of the Hudson Bay railway under certain conditions?

Mr. ARMSTRONG (Lambton): The hon. gentleman knows quite well that the government went forward with that railway at a time when money was plentiful.

Some hon. MEMBERS: It was during the war.

Mr. ARMSTRONG (Lambton): They did all they possibly could in the construction of the railway at that time and my leader says he is prepared to proceed with it, but we do not say that we would go on under present conditions and build terminals, docks and wharves, and that we would provide boats and put up elevators and do all the other things necessary to carry the grain immediately. Hon. gentlemen would not support a proposition of that kind under the present financial conditions of the country.

Mr. McLEAN (Melfort): My question was whether the hon. member approved of that expenditure and of the further expenditure that would be involved.

Mr. ARMSTRONG (Lambton): I cannot prevent the hon. member interrupting me, but I am anxious to proceed with my remarks.

Now, there are other industries in which the people of my constituency are interested and to which I wish to refer. I have the honour to represent a riding that comprises eighteen municipalities. It is a purely rural riding and I am proud of it, and I want to tell the House that the people whom I represent are protectionists. They believe firmly in the necessity for a protective tariff in this country and I will give you some of the reasons for that belief. In the northern part of the constituency there are tens of thousands of acres of the choicest fruit lands that