

*Hudson Bay Railway*

Further on he states:

Owing to the shape of the Globe, the distance from Liverpool to the western shores of Hudson bay is practically the same as the distance from Liverpool to Montreal, just under 3,000 nautical miles.

One or two more extracts and I am through. He states further:

A ship ought to leave Churchill or Nelson the first week in November to get out the same year. As far as I can make out, the navigation of Hudson bay and straits is just as safe as navigation of the St. Lawrence.

At another point in his address he said:

This practically means that a ship could leave England before the middle of July, and with proper facilities for handling the traffic at Churchill or Nelson, could make three complete trips before the close of the season.

Again he states:

One other point in favour of this route might be mentioned here:

Now this is something entirely new, and hon. members can take it for what it is worth:

When the demand for harvest hands is at its height, instead of draining Ontario, they could be brought out from the Old Country in July by this route, work through the harvest, and return to England in the same season by the same route.

I now wish to read two or three extracts from a report containing the result of the explorations of Mr. Frank J. P. Crean, C.E., of the Railway Lands branch, Ottawa. After exploring 22,000,000 acres of country in northern Saskatchewan, Mr. Crean says:

It has been found that there are 3,000,000 acres of water, 5,000,000 of land suitable for settlement and 12,000,000 of wet land. The latter can all be drained and made good for settlement.

Further on in the booklet, which embodies his report, he says:

Many splendid gardens were seen and barley and oats grew to early maturity as far north as Lac La Loche, which is nearly 200 miles north of Prince Albert.

From another part of the booklet I cull the following:

There is an abundance of good hay land along the Sandy river. There is fertile land along the Buffalo lake and at La Loche lake the soil is very rich, being a heavy loam from 18 inches to greater depths. West of the height of land at Portage La Loche there is good soil and a large territory of good country.

I have one more extract to read and then I am through. There is this further statement in Mr. Crean's booklet:

The climate over the whole district is most favourable, the winters being no more severe than in the settled portions of Saskatchewan. The frost which damaged the grain in Saskatchewan in 1908 did not affect the grain and garden stuff in the north country at all. At Portage La Loche, the most northerly point reached by Mr. Crean, he saw potatoes on September 17 that had not been touched by the frost. He was struck by the variety of garden stuff that was grown

[Mr. C. W. Stewart.]

in great profusion and with great success at all of the mission stations and the Hudson bay posts. The lakes began to freeze over on October 20, but this was followed by a warm spell and they were navigable for two weeks longer.

Mention has already been made of the necessity of encouraging those who are tilling the soil in the western country, and I think the fact that there is a shortage of money has also been referred to. Let me say that I cannot accept that as an excuse for not going ahead with the Hudson Bay railway. Neither can I accept it as an excuse for not building the branch lines. In view of the lavishness with which we have been voting money during the last few days hon. members opposite can hardly expect us to accept shortage of money as an excuse for not doing anything. Money is available in plenty to complete this line and in view of the fact that a great many of the appropriations which have passed in the last few days have been for public works in the eastern provinces I think we can well claim some consideration now for the provinces in the West—not as a matter of gift but as a right. I hope that hon. members generally will see the matter in that light and that they will not vote to further postpone the project under the plea of investigating it for another two or three years. Such a proposition is worth absolutely nothing. What we want is a hurried investigation of the relative merits of the two ports, and then a speedy completion of the line so that the twenty-one millions of expenditure already made will soon be earning money. I notice that when Sir Henry Thornton was travelling through the West he more than once took the view, in cases where money had already been expended on railway work in grading and so on, that it only seemed good business to make further expenditures in order to earn dividends on money that had already been laid out. That idea appeals to us as good business, and I hope it will be generally supported by the House.

Mr. C. WALLACE STEWART (Humboldt): I should like to make a short contribution to this debate. If all the hon. members in the group on this side of the House had had the same lengthy experience as some hon. gentlemen opposite and some hon. gentlemen to my right, I would hesitate to occupy time in trying to repeat arguments which I am aware have been placed before this House so often in the past. However, I have had but a very short parliamentary experience. Others of my colleagues have not served any longer in parliament. Such being the case I trust those hon. gentlemen who are familiar with the arguments that have been presented