

1,176 miles from Nelson and 2,262 from Montreal, a saving of 1,086 miles. Edmonton is 1,038 miles from Nelson and 2,247 from Montreal, a saving of 1,209 miles. Battleford is 766 miles from Port Nelson and 1,994 from Montreal, a saving of 1,228 miles. Saskatoon is 736 miles from Port Nelson and 1,924 from Montreal, a saving of 1,188 miles. Prince Albert is 670 miles from Port Nelson, and 1,958 from Montreal, a saving of 1,288 miles. The fertile Swan river valley in Manitoba and other good wheat producing areas are still nearer to Port Nelson.

Mr. MANION: In regard to these figures, of course my hon. friend will admit that the distance to Montreal is less from a practical standpoint, due to the fact that much of the route is by water in the summer season?

Mr. KNOX: Yes, Mr. Speaker; but I think my hon. friend will admit that the distances to Nelson which I have shown are in nearly all cases less than the distances to Fort William and Port Arthur. However, even if they were the same to these respective points, it would enable us to eliminate the carrying charges on grain from Fort William to Montreal, which, during the past year, have been particularly heavy. The transshipping charges as well would be saved.

Mr. MACLEAN (York): Is there a net saving in freight rates by way of Hudson bay as compared with any other route?

Mr. KNOX: If the freight rates are the same per mile as they are by any other route—and I see no reason why they should be higher—there certainly must be a great saving.

The ruling grade on this road is particularly good—only four-tenths. Besides this favourable feature, the natural watershed of the prairies is towards the bay, so the route would be practically all down grade, but in any case there is nothing worse than a fourth grade, and, with 80-pound steel, we have one of the best roads for carrying grain that can be found on the continent.

Mr. EULER: Would the hon. member contend that the shipping charges after reaching Port Nelson or Fort Churchill are as low as those from Montreal?

Mr. KNOX: We have really nothing to go on at the present time, but we see no reason why there should be any difference. We fully expect there would be a higher insurance rate at the beginning, but the elimination of so much rail transportation would far more than offset this extra expense.

Now, as to the sentiment in the West in regard to the completion of this road. I need only point out that the legislatures of Manitoba and Saskatchewan after fully debating the matter have both passed resolutions urging that the Dominion government complete this work. The organized farmers—the United Farmers and Grain Growers' associations—in all three of the prairie provinces have passed similar resolutions. I have copies of resolutions passed by many boards of trade in the West, by the Associated Boards of Trade of Saskatchewan and by numerous other organizations. There can be no question about the sentiment in the West in relation to the completion of the Hudson Bay railway.

I could quote many extracts from western papers, but I do not think it necessary to do so. In fact I am confident that before the debate closes the House will be convinced that the West means business in this matter. In proof of that statement I would point to the resentment which was expressed in the West when the order was given last fall to lift one hundred miles of rail from this road. Happily that order was countermanded. I should like, however, to read two short extracts from eastern papers which go to show that even in the East the importance of this railway is not overlooked. The Toronto Star some six weeks ago contained the following editorial:

More grain last year poured into Port Arthur and Fort William by rail, and poured out of there by boat than ever before. But the cost per bushel to the western farmer of getting his wheat from his front gate to the docks at Liverpool is regarded by him as a handicap almost fatal to his hope of success.

The West wants and needs cheaper access to Europe with her grain. How is it to be had? Competition with grain from everywhere fixes the price of Canadian wheat at Liverpool; the railways and boats fix the price of hauling the grain to Liverpool; the producer of the grain gets what's left. It isn't enough. What the western grain growers see in this Hudson Bay route is that in shipping their grain to Europe they can cut out the long haul from Fort William to Montreal and place their farms as near tidewater as the farms of their competitors in Australia, Argentine and southern Russia.

Isn't it too splendid a possibility to be left untried, or abandoned when so nearly completed? The West is growing insistent about this enterprise and eastern Canada must consider it seriously. Canada has not at Montreal a large enough spout for the trade she has to pour out and will have to pour out in the future.

The other extract is from the Port Arthur News Chronicle, and I would particularly draw the attention of my hon. friend for Fort William (Mr. Manion) to the following:

In ordering the stripping of the road of rails and material the government has flown into the face of the West. It is not surprising that the West looks with suspicion and fear upon the attitude the government has adopted towards the Hudson Bay road. Whether