

SUPPLY—RAILWAY TO HUDSON'S BAY
—*Con.**Lake, B. S.*—*Con.*

situation; a new outlet must be found—6372. Great saving in distance by Hudson Bay route; its usefulness from a military standpoint—6372. Favours government ownership and operation of the line—6373.

Maclean, A. A. (Queens, P.E.I.)—6389.

Advantages that would accrue to industries of the maritime provinces by construction of Hudson Bay Railway—6389-90.

McCarthy, M. S. (Calgary)—6326.

Previous resolutions and debates on this question—6326-7. Road would furnish a safety valve at a time when there is liable to be congestion of freight; will save a haul of about 1,500 miles from the majority of places in the prairie section—6327. Charter granted the Winnipeg and Great Northern Railway Company; other charters granted; all now in possession of the Canadian Northern—6328-9. Inactivity of government—6330. Land grants to branch lines—6330-1. Subsidy curves; the Lake Manitoba Railway and Canal Company—6332. Extension of time for construction of railways—6333.

McCraney, Geo. E. (Saskatchewan)—6323.

Change in conditions during past thirty years—6323. Period of navigation in Hudson Bay—6323. National resources of country to be traversed by railway to Churchill—6324. New outlets for products must be provided—6325. Storage of grain—6325. Moves amendment—6326.

McIntyre Wilbert (Strathcona)—6390.

Danger of transportation blockade will increase as grain-growing industry increases—6390.

Oliver, Hon. Frank (Minister of the Interior)—6394.

Change in route will shorten distance from the centre of the wheat district to Churchill—6394. Hopes to make an announcement on this question before the end of the session—6395.

Roche, W. J. (Marquette)—6347.

Efforts made by people of the west to secure construction of a railway to Hudson Bay—6348. Railway development of past few years not able to cope with traffic—6349. Resolutions in favour of Hudson Bay railway passed by Liberal conventions in Saskatchewan and Alberta; varying opinions as to method of construction—6350. Objections to the enterprise—6351. Mr. Low's report on the route—6352-3. Saving in freight rates—6353. Question of the land grant—6354-8.

Schaffner, F. L. (Souris)—6306.

Importance of transportation question to the west; problem not yet solved—6307. Pioneer railways in the Northwest were up against a hard proposition—6308.

SUPPLY—RAILWAY TO HUDSON'S BAY
—*Con.**Schaffner, F. L.*—*Con.*

Benefit of competition afforded by construction of the Canadian Northern—6308. Railway development in the west—6308. Only one-seventeenth of productive area under cultivation, but transportation facilities unable to cope with the production of the country—6309. Hudson Bay route will afford necessary relief; government-owned elevators at Churchill—6310. Condition of grain industry—6310. Eastern Canada's opposition to the project—6310. Disadvantages of the Mississippi route—6311. Exploration of Hudson Bay and straits; the *Alert's* expedition; cruise of the *Diana*—6312. Geographical position of Hudson Bay—6312. Reports on the climate and temperature; quotes from Dr. Bell and Mr. O'Sullivan—6313-5. Length of navigation season—6315. Mr. Butler and the Georgian Bay Canal—6315. Experience of the Hudson Bay Company in navigating Hudson Bay and straits—6316. Ice in the straits—6317. Tables of distances from Fort Churchill and other points to Liverpool, and from points in the Northwest to Fort Churchill and Montreal—6318. Benefit in relation to immigration—6318. Character of country along route of proposed railway; quotes statements of engineers—6319-20. Americans alive to the importance of the Hudson Bay route—6320. History of legislation in connection with the building of the Hudson Bay Railway; proceedings in Manitoba legislature; Dominion government action—6320-2. Believes railway will be built by 1910, the tercentenary of the death of Hudson who gave the bay its name—6322.

Staples, W. D. (Macdonald)—6379.

Question of raising money to construct the road; exercise of economy in other departments would provide necessary funds—6379. Where savings might be effected—6380-1. Cut out the middlemen and do away with graft—6382.

Turriff, J. G. (East Assiniboia)—6373.

Hudson Bay route not only feasible, but a necessity—6373. Danger of grain blockade, for lack of transportation facilities; rapid development of country increases that danger—6374. Large area will be opened up for settlement—6374-5. Conservative promises an election dodge—6375. Land grants for railway construction—6375-7. Government should build the road, place it under the Railway Commission and give all companies running powers over it—6378. Would bring the west in closer communication with the mother country; riches of country along the route—6378. Its advantages as a cattle route—6379.

SUPPLY—REPORTS FROM PUBLIC ACCOUNTS COMMITTEE.

Motion to amend rules of the House that any action of the majority of the Public