

Some hon. MEMBERS: No.

Mr. CAMPBELL: —but certainly it is in no way comparable to what we have heard from hon. members from the Maritime provinces. With regard to the Hudson Bay railway, which is vital to us in the west, the project was opposed not only in this chamber but we understand in the Liberal caucus. These things leak out and I have heard that statement. I have heard that we have been assailed in the Liberal caucus—

Mr. GRAHAM: Things that happen in caucus do leak out.

Mr. CAMPBELL: In fact we were told that a year ago the minister had great difficulty in getting a small vote through the caucus. Now the hon. member (Mr. Finn) stated that in his part of the country they had to pay their share of an expenditure of two billions of dollars for constructing railways in the west. We are also paying our part of the loss incurred in operating the Intercolonial railway, but I am not complaining about it.

Mr. FINN: Is that loss in any way comparable with the deficit in the western section of the Canadian National Railway system?

Mr. CAMPBELL: The Intercolonial railway was built for strategical and military purposes; it was never intended to pay, and in all probability never will pay. Under the circumstances I have a good deal of sympathy with my hon. friends from the Maritime provinces when they demand that that system should be taken from the control of the Canadian National Railways and operated directly by the Department of Railways and Canals.

Mr. LOVETT: Digressing just for a moment will the hon. member tell us something about the Progressive caucus?

Mr. CAMPBELL: I think perhaps my hon. friends over there know just about as much as I do about the Progressive caucus, and perhaps a little bit more. There has been some very close contact between the two. Dealing with the problem of the Intercolonial railway we in the west all recognize that a pledge was given in connection with the construction of that line, and there will be no sectionalism displayed in this quarter if the government ever attempts to redeem that pledge. Now, the question raised by the hon. member for Medicine Hat (Mr. Gardiner) was a perfectly proper one. We have a right to know what provision is being made for transportation when a large capital investment for the handling of our grain takes

[Mr. Campbell.]

place at Halifax. I would have the hon. member remember this, and I think the minister pretty well bore it out to-night—that most of the interest on this capital investment is paid by the farmers of Canada. It is true that some of the interior elevators are not paying, and I do not think they were ever intended to pay. Interior elevators in the prairie provinces were built primarily to relieve the railway companies through a congested period, they were not built particularly for the farmers at all, and if they are operating at a loss to-day I do not think the farmers should be blamed. Now, let me allude to another question and show why we raise this issue. Canada went to tremendous expense to build a railway from Winnipeg to the city of Quebec. That railway cost an enormous amount of money, and everybody says to-day its construction was a terrible blunder. Well, if the construction of the Transcontinental railway by the Laurier government was a blunder then I say it was a crime not to use it when it was built. That is one of our complaints in the west to-day. And why is that railway not being used? Because the rate over it is prohibitory; it is impossible for us to use that railway at all. And in addition we have expensive elevators and equipment at Quebec that are not being used. Instead of that we are sending 100 million, 150 million or 176 million bushels of grain out through American ports. From the remarks of the senior member for Halifax (Mr. Finn) one would think that the farmers of the west were responsible for that condition. But the fact of this immense volume of grain going out through American channels is one of the things we have been consistently complaining of every year since we have been sitting in this House. We want to see every bushel of it going through Canadian channels, and I look with hope and pleasure to the day when a large volume of it will go through Halifax. We want to see Halifax and the Maritime provinces develop, and I was glad to hear the hon. member admit that the future of the Maritimes, the future of central Canada and of the west, were bound up together. We believe to-day that one of the reasons that the eastern industries are not prospering and that so many thousands are out of work is largely because our farmers in the prairies are not able to purchase; and yet we see in eastern papers, and very often in Maritime papers, the suggestion that if cheap money is loaned to the farmers of the west the eastern people will have to pay for it. We see sectionalism in every corner. If we get money