

SUPPLY—RAILWAY CONNECTIONS AT BROCKVILLE—*Con.**Taylor, Geo.*—*Con.*

ences on Monday last; time the government took the commission by the throat—1434. Trusts the Railway Commission will interfere even at this late date and put an end to the inconveniences—1431

## SUPPLY—RAILWAY TO HUDSON'S BAY.

Motion, that all the words after 'that' be struck out and the following be substituted therefor: In the opinion of this House the government should, on account of the rapid development of western Canada and the continued inadequacy of existing transportation facilities, take early action towards the construction of a railway to Fort Churchill on Hudson Bay—Mr. Geo. E. McCraney—6236.

*Borden, R. L.* (Carleton, Ont.)—6395.

Hudson Bay route will give an outlet to the west which is absolutely necessary—6395-6. Government should have acted long ago on information available—6397.

*Burrows, T. A.* (Dauphin)—6358.

Extension of Canadian Northern Railway in the direction of Hudson Bay; land grants in connection therewith—6359. Advantages of Hudson Bay route—6360. The Winnipeg and Hudson Bay Railway Company—6360-61. Resources of the country through which the railway will pass—6361-2. Report of Mr. McInnes of the Geological Survey—6363-4. Navigability of Hudson Straits; records since 1610; reports of Dr. Bell and Commander Low—6364-5. Effect construction of line will have on trade and immigration—6365. Road should be government-owned—6366. Will be easy line to build—6366. Need of more facilities to handle the grain crop—6367. Financing the cost of construction—6367.

*Cash, E. L.* (Mackenzie)—6334.

Railway should be undertaken as a national project—6335. Importance of agriculture; position of farmers in Saskatchewan as compared with those in Ontario and the States—6335-6. Importance of development of the west to the whole Dominion—6336. Statistics of grain production in 1906 and 1907—6336-9. Railways not able to supply needs of the country; rolling stock statistics—6339-40. No serious obstacles in way of building a railway to Hudson Bay—6341. Navigation of Hudson Bay and Strait; report of A. P. Low—6341-2. Hudson Bay Company's experience—6343. Address of Hon. Walter Scott, Premier of Saskatchewan—6344. Saving in freight to western farmers—6344. Advantages of route for shipping cattle to European markets—6345-6.

*Crawford, John* (Portage la Prairie)—6382.

Land grants for railway to Hudson Bay not used as intended; Canadian Northern should go on and complete the road—6382-3. Construction of line affects

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both moving and marketing of grain; attitude of the banks—6383. Its effect on freight rates—6384. Favours government ownership but not government operation—6385. Effect of conditions in western Canada upon the eastern provinces—6385

*Fowler, Geo. W.* (Kings and Albert)—6391.

Interest of eastern provinces in the west—6391. Land grants to the Canadian Northern Railway—6392-3.

*Herron, J.* (Alberta)—6386.

Settlement of odd-numbered sections; advantage of Hudson Bay route for cattle shipment—6386.

*Jackson, S. J.* (Selkirk)—6386.

Winnipeg and Hudson Bay Railway bonds guaranteed by Manitoba legislature; land grant from Dominion government; Mackenzie & Mann get possession of the charter—6387. Present location of the road not satisfactory to Manitoba; what route would benefit that province—6387-8. The government's pronouncement on the question; quotes from speech of Minister of the Interior—6388. Give all railways running rights over the road—6389.

*Knowles, W. E.* (West Assiniboia)—6291.

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*Lake, R. S.* (Qu'Appelle)—6368.

Land grants for railway construction—6368-70. Conservative pledge to build railway to Hudson Bay; quotes from speech by Sir Charles Tupper and from articles in the Manitoba 'Free Press'—6370-2. Railways unable to cope with the