

I met the proprietor of a magazine not long ago and he told me he was going to publish photographs which were similar to the ones the member for Lunenburg (Mr. Duff) was displaying this afternoon. Well, they never appeared in the magazine; I suppose he got a little more knowledge of the subject and thought it just as well not to publish them, at least for the present. I have no doubt that there will be abnormal ice conditions up there at times and if you are anxious to do so you can get photographs that will present the matter in a very unfavourable light. Anybody who knows anything about the northern seas—and I know the hon. member for Lunenburg knows about ice floes and all that sort of thing—will realize that the conditions vary a great deal. I do not think we need take seriously the hon. gentleman's little joke about melting the ice with electricity, but it is possible that a great many difficulties that were formerly considered insuperable may under modern conditions be easily overcome. By the use of electrical appliances, aerial inventions, beacons, buoys, and so on, navigation into the harbour at least can, perhaps, be made perfectly safe.

So far as dredging in the bay is concerned, I do not think dredging has been very extensively carried on. The information I have is to the effect that what has been dredged has remained clear; so that these difficulties may be very easily overcome. I know it is difficult to get within quite a number of miles of where the harbour would be, but that area has been charted and the investigations already made no doubt point to a solution of the difficulty in that respect. It would surprise hon. members who have not gone into the question to find what a large amount of data the department has accumulated in this connection. It would well repay the attention of those who have not investigated the conditions to find out just what they are to-day. I had an opportunity of seeing the photographs to which reference has been made, and a great many more, and quite a number of them are favourable to the proposed route, indicating, as they do, that the bay is open for a great many months of the year.

I do not wish to take up any more of the time of the House; other hon. members are very much better posted than I am in regard to the conditions that exist in Hudson bay. Of course the difficulty is not in the bay, but in the straits; the great question to decide is how far the straits are navigable. I have not discussed the matter with the mover and the seconder of the resolution but I think it would be well to go a little carefully at first, and to that end a thorough investigation would be in

order. I do think, however, that the government should at least complete the railway to the bay and put us in a position to obtain more accurate information along these lines. I hope that the matter will not be dropped without further investigation and without a decision to complete the construction of the line to the bay.

Mr. W. F. MACLEAN (South York): Mr. Speaker, I am thoroughly in sympathy with the proposal that has been made. My view of this matter is that Canada is committed to the early construction of the Hudson Bay railway. The boast of Great Britain in connection with her war debt to the United States—and it was expressed by the Chancellor of the Exchequer the other day—has been that England keeps her word and pays her debts. Just as seriously have we committed ourselves to the people of the West to build this road. We voted the money, and for the psychological reason alone, if for nothing else; if only to put heart into the people of the West we ought to complete it. But I can give another reason, and it has been advanced this afternoon. The opening up of that country would result in the road paying for itself. There would be made available the most valuable mineralized area in the world. Ontario to-day has a road within 120 miles of Hudson bay, and it is the intention of the province to complete that line to the bay this year. One of their reasons for doing it is to open up the northern portion of Ontario, a district, which, sloping down to the bay, has much good land and much valuable timber. A fine fishing industry can be worked up in Hudson bay, and a traffic in fur can be carried on. Power can be developed on the rivers on the Hudson bay slope and made available to the mines that have been opened up in that part of Ontario—the most marvellous mines in the world. The territory in Quebec adjacent to Hudson bay is equally rich, if we are to believe the reports of the geologists who have made investigations there; and the same applies to portions of Manitoba. The hon. member for Nelson (Mr. Bird) quoted from the remarks of the president of the Canadian Institute of Mining and Metallurgy, who pointed out that that pre-Cambrian shield was the richest mineral area on the whole face of the globe. The successes in Cobalt and Porcupine are such as to justify the completion of this line on its own account. I believe there is enough power on that Hudson bay slope to drive all our locomotives on the Canadian National between Winnipeg and Montreal, and to meet the needs of all the mines and pulp mills in