

of shore line; we may call it an inland sea, for I believe, according to the scale, it is the largest bay on the map of the world. Practically a thousand miles of the province of Quebec borders on Hudson bay; in Ontario we have 500 miles and in Manitoba more than 500; then there is the great district of Keewatin. People living to the south of us wonder why Canada has not struck out into its vast interior country. The amount it would take to complete the railway is surely not a ponderous sum. I am emphatically in favour of the Hudson Bay railway because it would conduce to interprovincial trade. It is sometimes difficult for us to get a proper perspective of these things. We are asking immigrants to come here but we have not developed more than one-tenth of the vast area which comprises the Dominion. Are we always going to be picayune, small in our conceptions of things? If we are to get people to come to our country we must do big things. We must let the world know that Canada is a country of vigorous people who are ready to take any reasonable step that will lead to its fuller development. The great barrier that is in the way of action of this kind, of course, is our vast debt, and more particularly is that true because of the fact that our railroads have been the cause of much of our present taxation. I wonder what my own constituents will think of my standing here to-night and advocating the extension of railways at this time. Well, I can justify my attitude by saying that we have already spent \$20,000,000 on this project; that we have a road bed; that we have the rails laid on a great part of the line, though it is true that the ties are rotten. By making a further small expenditure at this time we can open up that great interior with all its possibilities. And it is an interesting fact that north of the territory through which this line runs lies nearly one-half the area of the province of Manitoba. Mr. Speaker, I am entirely in accord with the resolution.

Mr. D. W. WARNER (Strathcona): Mr. Speaker, in discussing this resolution I wish to take occasion to present to the House a new idea. It is unnecessary for me to try to establish the feasibility of that route; that has already been done. I have been somewhat interested in the matter; I have taken note of the facts, and I am convinced that the evidence of its feasibility is beyond question. I would like to point out, however, that we have modern steamships which go where sailing vessels formerly could not. But with regard to the length of time during which

navigation is possible on that route, I think there is more to be said than has been stated here to-day. I believe we can use the Hudson bay route during a longer period throughout the year than we can use the Great Lakes. In those parts of the world where ice conditions have to be overcome, ice-breakers are maintained to keep navigation open the year round, and they operate in ice to the depth of four feet. Salt water will not freeze as readily or as firmly as fresh water. I have just been reading of Mr. Stefansson's explorations in the north, and he tells us that the thickest ice he ever encountered, frozen in one season, was six feet. It has been represented here to-day by the hon. member for Lunenburg (Mr. Duff) that ice in Hudson bay freezes to the depth of eight feet in one season. Well, I do not see how the ice there could be so much heavier than the ice a thousand miles or more to the north, in the areas explored by Stefansson. We have evidence however, that will offset any argument of that kind, especially when that argument is brought forward by one who claims he does not know anything about it.

I am convinced that the straits are navigable for at least four months in the year, during which time we can be shipping our grain out in that way. That is important. The part of the country in which I live is as good as can be found anywhere else in Canada; so far as productiveness is concerned I would not exchange it for any other part of the world that I have any knowledge of. Our climatic conditions and our soil are such that there is a possibility of production beyond the imagination of the Canadian people—that is, if all the land is used. I am not going to lay much stress on what we want for the future; it is what we need now that counts. We do need that outlet; we are producing in such amounts that it would be of advantage to us. From a mixed farming country we are sending out large quantities of beef, pork, and dairy products, and if we had the advantage of a better transportation rate, our production would increase very substantially and very rapidly.

It has been stated here to-day that it would be of advantage to the Minister of the Interior (Mr. Stewart) in connection with immigration to have this route in operation. I am sure that to go ahead with this project would be one way of giving heart to the people in the West and of making it easier for the Minister of Immigration to get people to come to our country.

We have in Alberta large coal seams; the coal is there in any quantity that we want to