

there are two million units of horse power at minimum flow and over three million at maximum, and to my mind that is the most promising and most attractive part of the railway.

I need not enlarge upon the possibilities of the bay itself. Mr. McLachlan, who in his time has played many parts, tried to become a fish expert as well as a transportation expert; he said there were fish in Hudson bay but that there was no fishing season. I would take the word of a resident of the constituency of my friend from Selkirk, where the people are born fishermen and know fishing prospects when they see them, rather than the word of Mr. McLachlan or anyone else in the engineering line. I will read this interesting paragraph taken from *The Pas Herald* of August 1, 1924:

Captain Baldwin Anderson, of Gimli, Manitoba, who has been in charge of fishing operations at Manito Rapids for the Armstrong Independent Fisheries Co., returned to The Pas last Saturday.

Before returning here Captain Anderson made a trip to Port Nelson in the interests of the fishermen of Lake Manitoba, who have been wanting to get some knowledge of the fishing possibilities of Hudson Bay. The Captain spent some time at the Bay and made a thorough investigation.

He was very pleased with the results and says there are great possibilities for the fishing industry in the northern waters. At the mouth of the river, tull,bee, herring and trout are very abundant, while white whale and seals are also in large numbers. The white whale, Mr. Anderson states, produces the finest quantity of oil, and the flesh, when cured as it is in Iceland, is also good to eat. Further up the river sturgeon are abundant, Mr. Anderson taking out \$1,200 worth in 10 days.

Fishing boats, he states, could go up the river for 60 miles. The banks of the Nelson River would form an ideal location for fishermen's homes. The banks are high and the ground rich. Farming could be carried on at the same time, and the fishermen could have their boats tied up right at their door.

That is from a practical, an experienced fisherman, and that was precisely the impression that the party which I was with took of the situation. I have been up lake Winnipeg and have seen the conditions under which lake Winnipeg fishermen make their living, and I know perfectly well that if ever that class of men, who run their fishing with their farming, get an opportunity to settle at the end of the railway at Hudson bay, that is where they will be, for that is the kind of living they wish to have. I think I have said enough, Mr. Chairman, to show the fallaciousness of the ponderous argument put forward by the hon. member for St. Lawrence-St. George.

Any Canadian with only a little amount of imagination who looks at a map of Canada will surely see that when the Hudson Bay

railway is completed we are going to get immediate access both summer and winter to that immense continent which we call ours, but which in actuality we have never yet claimed and never laid hold of. When this railway is completed, we will find ourselves immediately in touch with every coast and shore along the Hudson bay. in touch with those great islands to the north, and with those great rivers which flow into Hudson bay and which are navigable, some of them, for two or three hundred miles from the Bay.

I should like to quote, in closing, words which I think are most worthy of the subject, and which were uttered by the right hon. leader of the opposition at Regina, on October 13th last, when he said:

Canada is too vigorous, too virile and too proud to see the Hudson Bay railway carried to within seventy or eighty per cent of completion, and leave it there a spectacle to the world.

Those are sentiments with which every full-blooded Canadian can sympathize. After all, it is not so much a matter of local sentiment. The hon. member for St. Lawrence-St. George went back a few years, in order to gain a point, and said that both the traditional parties, the Liberals and the Conservatives had demeaned themselves in order to respond to this fatuous appeal from the west. That is an attitude which no hon. gentleman can take who knows anything about the history of the Hudson Bay railway.

Mr. STEWART (Leeds): He did not use those words.

Mr. BIRD: No.

Mr. STEWART (Leeds): Then why did you use them?

Mr. BIRD: The hon. member will not deny that that was the essence of what he said.

Mr. STEWART (Leeds): I deny it.

Mr. BIRD: I think the hon. gentleman would deny anything that was unpalatable. I know it is an unpalatable thing for any party to have any of its members detracting from the traditions of the party in that way. I think it is unjust because anybody who understands the history of the Hudson Bay railway knows that no great party in this country could have escaped declaring themselves on this question, because it was not the aspiration of any small section of Canada, it was the aspiration of the whole of Canada. At that time it was the whole of Canada that was ambitious for the development of the west, and the great parties and their leaders, Sir Wilfrid Laurier and Sir