

*Supply—Hudson Bay Railway*

Having been over the entire length of the road I can fully confirm everything said there. Here and there the line naturally passes through a small piece of swamp land as it would in any part of Canada, but speaking generally I believe there is no length of railway in this country so easily maintained and operated as will be this portion. The hon. gentleman said the line had actually gone out of sight in the bog. I travelled very inch of that line, and as far as I remember we kept on top all the time; I do not remember any time that the train or gasoline car had to be portaged. In a great many cases the line passes over rock and sand and gravel and clay, just as Mr. Armstrong says.

The hon. gentleman was quoting, I think, from a pamphlet written by a Mr. Payne, who is a paid propagandist for the Canadian Pacific Railway. The hon. member was trying to belittle the natural resources along that route. The Department of Agriculture of this government a year or two ago was asked to establish experimental stations along the line of this railway, in that well known clay belt discovered by Mr. Tyrrell many years ago, amounting to over 10,000 square miles. It was well known that gardens were kept successfully in that clay for many years, but until last year it was not known how agricultural products generally could be raised. I have the report of the mile 137 station,—

Mr. DICKIE: How far is that north of The Pas?

Mr. BIRD: There is one at mile 185 and one at mile 137, and the station at mile 137 had the following results:

	Bushels per acre
Wheat—	
Garnet.. . . . .	64.3
Bishop.. . . . .	64.3
Marquis.. . . . .	62.8
Ruby.. . . . .	53.5
Early Triumph.. . . . .	47.8
Prelude.. . . . .	46.3
Oats—	
Legacy.. . . . .	125.2
Victory.. . . . .	118.2
Banner.. . . . .	117.0
Gold Rain.. . . . .	90.5
Daubeney.. . . . .	79.4
Alaska.. . . . .	68.5
Barley—	
O.A.C. No. 21.. . . . .	106.4
Chinese.. . . . .	102.2
Early Chevalier.. . . . .	98.9
Charlottetown.. . . . .	95.4
Duckbill.. . . . .	87.5
Albert.. . . . .	28.5

Anyone who knows that northern country is quite well aware that the section described by Mr. Tyrrell is an agricultural district of great potentiality. That part of the country [Mr. Bird.]

far away from the line may not be developed for many years, but as soon as the line is constructed and a regular service guaranteed surely settlers of all kinds will be attracted.

I need not go into the mineral situation, but everyone knows perfectly well that for the first hundred miles this railway passes through the great pre-Cambrian field which has made Canada so famous in regard to minerals. That great pre-Cambrian area almost entirely surrounds Hudson bay, and the Hudson Bay railway passes right through the centre of it. This mineral area is in two lobes, almost like a human lung; the one lobe is the great northern Quebec district, while the other is the district running to the Mackenzie basin and the Arctic circle. The Hudson Bay railway, almost as though by design, strikes this great district in its very centre and runs through it for the first hundred miles or so. It is a matter of history that in recent times great deposits of copper and gold have been discovered in close proximity to the first hundred miles of this railway.

I need not enlarge upon the agricultural prospects of the next two hundred miles, but besides agriculture in that district there are immense possibilities in the way of timber and fish. This is the lake district of Canada; the most wonderful lake district in the world exists in my constituency about half way up the railway, and that district is noted for its beauty as well as for its wealth of fish. I believe no lakes on this continent excel in beauty some of those to be found near the Hudson Bay railway. Someone has said we cannot run this railway on sentiment alone. We do not have to; we have learned within the last two or three years that even natural beauty is an economic asset. But with fish and timber and agricultural possibilities I believe the central part of the Hudson Bay railway is destined to attract a great amount of settlement.

I do not want to prolong my remarks, but in closing let me refer to the last despised hundred miles of this railway, which has been referred to by former speakers. They have said that the last hundred miles is barren of prospects there. To my mind that is the most attractive portion of the whole line, because in the first thirty miles of that part there are some of the most wonderful water power resources to be found anywhere in Canada. The railway actually runs within a mile or two of and parallel to the river for this distance, contiguous to some of the finest water power sites in the world, with the last power site sixty miles from Nelson, at Lime-stone rapids. Within that thirty mile stretch