

measure which seems to be a non-contentious one. We have often had long debates in this Chamber over that academic question of the building of a railway to the Hudson bay. We have discussed the question of the navigability of the straits and of the value of that route to Canada. I believe a new situation has developed. I observe that the whole of the railway is under contract to Fort Nelson. Those who did not believe that an exit could be found through the straits may find comfort in the hope that another route can be utilized. If hon. gentlemen will look at the map—and if some hon. gentlemen have not looked at it I invite them to do so—they will see that, provided it be a fact that the Hudson bay is navigable seven or eight months of the year, there is no reason why the Hudson bay should not play to the North the role that Lake Superior and our chain of lakes play to the South. If the railway is built to Fort Nelson hon. gentlemen will find that from that point down to the mouth of the Nottaway river, in James bay, there is a stretch of water of five or six hundred miles. When you reach the Nottaway river, you are at two hundred and fifty miles of the Transcontinental and three hundred miles from that junction to Quebec and to Montreal. I repeat: If the Hudson bay is navigable from Fort Nelson to the Nottaway river it means that a strip of land of at least three hundred miles in width from the Rockies to the Hudson bay will be tributary to that bay and its product will seek that route in preference to that of Lake Superior. Of course the strait will be utilized. To what extent it is hard to foresee. The straits will not be navigable by ordinary vessels. The tramp steamers will not risk it, but the ordinary steamers will ply between Fort Nelson and Nottaway river for seven or eight months of the year, and all freight for export in that strip of territory will take that route and find its way to the Transcontinental and from Quebec down to the gulf and across the ocean. Domestic freight may go to Montreal, but it does not matter whether it goes to Montreal or Quebec. Half a dozen ships have navigated the Hudson bay this year. One steamer left in the latter part of July, went up around Hudson bay, came back to Que-

bec, and returned, and is now back again to Quebec. The federal and Quebec governments have now information on the Hudson bay which will be of immense value to determine the conditions that prevail in that immense bay? If the provisions of the optimists are realized we may before long have railways running from West to East, from Edmonton and other places towards Hudson bay, from Edmonton to Nottaway river and Quebec, via Fort Nelson; I understand the route is shorter by five hundred miles than the southern route via Lake Superior. This railway is being built. I hope that the railway from the Transcontinental to the Nottawa river will be as quickly built. We may thus have a fourth Transcontinental in the near future. The late government had the privilege of giving the first contract for the building of the railway from Le Pas northwards. The present government is pressing on the work and is joining hands with the Quebec government in the construction of the Nottawa section.

We can all join in sharing the hope that the country to be opened by these railways will be as fertile as our southern territory.

Hon. Mr. BOSTOCK—I should not have troubled the House to-day with any remarks with regard to this address but for what I deem an omission on the part of the leader of the government in regard to one part of the address which I would liked to have heard explained. But before proceeding to that I want to join my voice to that of the leader of the government in expressing my appreciation of the visit of His Royal Highness and the work that he did, not only for Canada, but for the whole empire in showing to the people of the West, and especially the people that come into the West from other countries, that our rulers take a lively and active interest in all that pertains to the development of the empire, and I am heartily in accord with all that was so well said by the leader of the government in this matter. The points raised in the address are many, but I only desire to mention two that were dealt with and which effect to a consider-