

the bay are very considerable. I will read a short passage from the report of Professor Bell in regard to its minerals—a report taken from a work of his which was published in England. He says:

“Minerals may, however, become in the future the greatest of the resources of the Hudson's Bay. Little direct search has as yet been made for the valuable minerals of these regions. I have, however, found a large deposit of rich iron stone on the Mattagami River, inexhaustible supplies of good manganiferous iron are on the Islands near the east main coast, and promising quantities of galena around Richmond Gulf, and also near Little Whale River, where a small amount had previously been known to exist. I have likewise noted traces of gold, silver, molybdenum and copper. Lignite is met with on the Missinabe, gypsum on the Moose, and petroleum bearing limestone on the Abitibi River. Small quantities of anthracite, and various ornamental stones and rare minerals, have been met with in the course of my explorations. Soapstone is abundant not far from Mosquito Bay, on the east side, and iron pyrites between Churchill and Marble Island, on the west. Good building stones, clays and limestone exist on both sides of the bay. A cargo of mica is said to have been taken from Chesterfield Inlet to New York, and valuable deposits of plumbago are reported to occur on the north side of Hudson's Strait. Some capitalists have applied to the Canadian Government for mining rights in the latter region.”

Now, Sir, here is a detail of mineral wealth which offers a prospect of a vast trade arising with the Hudson's Bay country in the future. On the banks of the Moose there has been found lignite coal, and I believe coal of the carboniferous period exists in the islands toward the north end of the bay. It is, in fact, said to be found in unlimited quantities. Again the mica which is referred to here is said to be the very finest in the world. A specimen of it was taken to New York where it was cut into sheets as large as panes of glass, and as transparent. The plumbago, which is referred to, also seems to exist in very large quantities. Now, Sir, when we have a sea like this, with all these great resources, when we consider that these resources from all that can be learned, are not very accessible from the ocean, but which will be easy of access from this country when railroads reach the bay, when we consider the effect that this will have upon the Dominion and the vast field for enterprise which it will open up, I think that something should be done towards not only opening up and developing communication with the bay, but to ascertain definitely what the resources are. We should have further information on these subjects. I think a survey might be made at a very small cost. The resources of the bay are not confined to minerals and the fisheries, but there are good agricultural lands very near Hudson's Bay. The southern end of James' Bay is south of the latitude of London, England. Professor Bell has stated, in his report, that on the 23rd September, at Moose Factory, he found the tobacco plant quite green and untouched by frost. This is not a climate where nothing can grow; I believe there is a very good climate about James' Bay, and on the rivers leading down to it there is a considerable extent of good land, as well as a great deal of valuable pine timber. Now, all this pine will become available sooner or later. I may also say that there are immense grassy flats on the banks of some of the rivers flowing into James' Bay. On the Albany River for instance, there are marshes extending for considerable distances in which a great amount of hay can be cut. The Hudson's Bay Company have cut hay in these marshes for a number of years and has supported large herds of cattle with it. This feature of the country would evidently be of great advantage to agriculturists going there; and the climate, as I have said, is not unfavorable to farming operations. I think, altogether, we should know something more of this great inland sea, and that we should take means to have a good survey made of it. Why, Sir, two hundred years ago nearly as much was known of that sea as there is now. Both the French and the English sent their fleets there. The discussions on the boundary question have brought all that early and very interesting history to light. It is known that battles were fought there, that

large vessels—seventy-four gun frigates, I believe—have navigated that sea, and it has a history which is very interesting to both the French and English population of this Dominion.

Mr. ROYAL. I rise with much pleasure to second the motion of the hon. member for Algoma (Mr. Dawson). We are not only neighbors in this House, but our constituencies adjoin; in fact, I believe the hon. member should be known as a member for one of the counties of Manitoba. The needs of this large district are of the same nature as those of the Province of Manitoba, and his interesting speech adds another chapter to the record of the unlimited resources of Manitoba and the Great North-West Territories. The importance of this question cannot be over-rated. It has attracted the attention of this Government for many years. In 1876, I believe, Mr. Selwyn brought the subject under the notice of members of the Dominion Government, and recommended that a survey be made of Hudson's Bay as well as of the straits. In 1878, the hon. leader of the Government included in his Report of the Department of the Interior, a report by Dr. Bell on the subject, and it is within the memory of a considerable number of hon. members of this House, that during the debate which took place when the Bill for the construction of the Canadian Pacific Railway was under discussion, several hon. members maintained that the opening of communication between England and the North-West Territory, by Hudson's Bay, was one of the principal means of preventing a monopoly by that railway. Later, the hon. member for Algoma again drew the attention of the House to this important matter. This question has also awakened interest in England, and, with the permission of the House, I will read an extract from an address delivered by Sir J. H. Lefroy, President of the Geographical Section of the British Association, at the Swansea meeting in 1880. That gentleman said:

“Hudson's Bay itself cannot fail at no distant day to challenge more attention. Dr. Bell reports that the land is rising at the rate of five to ten feet in a century, that is, possibly, an inch a year. Not, however, on this account will the hydrographer notice it; but because the natural seaports of that vast interior, now thrown open to settlement, Keewatin, Manitoba, and other Provinces unborn, must be sought there. York Factory, which is nearer Liverpool than New York, has been happily called by Professor H. Y. Hind, the Archangel of the West. The mouth of the Churchill, however, although somewhat further north, offers far superior natural advantages, and may more fitly challenge this title. It will undoubtedly be the future shipping port for the agricultural products of the vast North-West Territory, and the route by which immigrants will enter the country.”

It will be useless for me to dwell at length upon the importance of the question. Not only will the North-West Territories attract the attention of the world by their unlimited agricultural resources, but at no distant period we may predict, a new Maritime Province will spring up in our system of Confederation. The opening up of a route from the North-West Territories to England *via* Hudson's Bay, will save all the distance between Montreal and Winnipeg, the distance between New York being, of course, still greater. This great saving in distance represents an important economy in time and money, that is to say in freight and passenger rates; and if the products of the North-West Territories could only be shipped to Europe *via* Ontario and Quebec, it is evident the greater portion of them would be consumed on that long land carriage; but by having this port on Hudson's Bay, the capability of which is now demonstrated, we will have a distance of about 1,200 or 1,300 miles as compared with the rate by Montreal, and about 1,700 as compared with that by New York; in fact, the farming lands of the North-West will be placed, so far as a seaport is concerned, in as advantageous a position as farming lands west of Toronto occupy at the present time. In view of the advantages to be derived from the establishment of that communication, the subject possesses importance from a national point of view. As regards