

and one remarkable feature about it is that its temperature is 14 degrees higher than the temperature of Lake Superior. One drawback is that there are not many harbors available on the west coast of the bay, but there is one very fine harbor at the mouth of the Churchill River, which I find is equal to the harbor of St. John, Nfld.—a magnificent harbor with a narrow opening. The difficulties that we will have to contend with in utilizing that harbor are very much reduced, owing to the fact that it is the mouth of one of the great rivers which drain the North-West Territories, and the warmth of its waters keeps the channel open into the harbor very often as late as the month of January. However, such is the experience that Canadians have developed of late years in utilizing winter navigation, and such are the scientific appliances that Canadians have been able to bring to bear to overcome the difficulties of winter navigation, that it removes a great many of the obstacles which we feared we had to deal with in the navigation of Hudson Bay—that is, getting in and out earlier in the season and later in the fall—and we have the experience of the steamer “Stanley,” that is now used in the winter navigation of the Northumberland Straits. I understand from Capt. Welsh, who comes from there, and is thoroughly acquainted with the navigation of the Northumberland Straits, that the “Stanley” is capable of breaking ice 2 feet thick and making a speed of $2\frac{1}{2}$ knots an hour at the same time. Now, that is a remarkable instance of what the appliances of science, and experience and pluck on the part of the people who are called upon to face these questions, can accomplish in dealing with physical difficulties. Therefore, I say we will learn still more in the way of navigating our northern waters by applying larger experience and greater enterprise to the question. I hope myself that the day will come when we will have a much longer period of navigation on Lake Superior. It is a matter of enormous importance to the North-West Territories, because we want a cheap mode of getting away the heavy produce which we are capable of producing in such quantities in that country. The development of Manitoba and the North-West Territories depends largely upon the facilities furnished for transportation

and the economy with which we can bring our produce to the seaboard. We are an inland country, depending entirely, for a large portion of the distance, on railway communication. We cannot, as you can, for a large portion of the year, avail ourselves of the magnificent inland water communication which enables you to ship such enormous quantities of freight in a short space of time and at low rates. We are dependent upon railway communication for our traffic, and it is therefore of the utmost importance that the cost of carrying our produce should be reduced to as low a limit as possible by legitimate commercial means, which is competition and opposition in the carrying trade of the country. I would here point out to you that the advantages of developing this route have not been lost sight of by our friends south of us, who are deeply interested with us in the question of providing outlets for the produce of our country. Senator Davis, in pressing upon the attention of the United States Senate the necessity of enlarging and improving the Sault St. Marie Canal in order that an outlet might be found for the enormous increasing trade that is annually passing by that route, said:—

“It greatly concerns our own interests in another respect that we promptly second the endeavors of personal and corporate enterprise that I have mentioned, by at once increasing the capacity of the improvements of the St. Mary's River, so that it will not be for the interest of the people of Canada to develop, or for the interest of our own north-western States to encourage the opening of a new outlet to the markets of the world—an outlet wholly outside our own boundaries, and which, while it will benefit greatly a large portion of our own country, we cannot in the least degree control. I refer to the outlet to tide water on the western coast of the Hudson Bay. This is no mere theory. It has been a demonstrated fact for more than two hundred years. The country north of the international boundary up to the fifty-sixth parallel of north latitude and east of the Rocky Mountains, to and including the Province of Manitoba, contains about one hundred millions of acres, a large portion of which is well suited for the production of cereals. The northern portion, known as the Peace River district, owing to the depression of the Rocky Mountains, has quite the same climate as the southern part, and is equally fertile. Immigration is invading this immense region, and the time is not far distant when it will be enormously productive.

“From the Minnesota line to Churchill, on the western shore of the Hudson Bay, the distance is less than eight hundred miles. Of this distance more than one-third is occupied by Lake Winnipeg, having a navigable area nearly equal to that of Lake Erie. It drains with its tributaries a basin of about four hundred thousand square miles. Churchill has an excellent harbor. It is as near to Liverpool by the way of a ship as is New York city. It is nearer to Liverpool by sixty-four miles than is Montreal. As to the distance from the city of Winnipeg to Liverpool,