

the climates of places in the same latitude are a thousand miles west of Hudson bay and those east of Hudson bay. One might go almost to the mouth of the McKenzie river, far north of the Arctic circle, before he would get the same climatic conditions that exist on the western shore of Ungava. Then, speaking to gentlemen who know something about the character of James bay, I get the impression that the mouth of the Nottaway river is not a point which is adapted to be the terminus of a railway, that you have to go further north than that to the mouth of what they call Ruperts river, the present boundary of Ungava, before you get water deep enough for the navigation of big steamers. Then the hon. gentleman takes the ground that the wheat will go from the west to Nelson or Churchill and that the cars will be ferried—

Hon. Mr. DANDURAND—Not the cars; the wheat will be transhipped.

Hon. Mr. POWER—I am very glad to find that that is what the hon. gentleman means. It means that grain on its way from Nelson to Quebec must be transhipped twice.

Hon. Mr. DANDURAND—Just as it is at Fort William and Georgian bay ports.

Hon. Mr. POWER—As I said before, I do not anticipate any large business going that way, but I would direct the attention of the hon. gentleman and of the House to the fact that within the last few weeks the people of the west, on whose account this Hudson Bay railway is about being built, are beginning to think that there is not so much in the project after all; it is a pity, perhaps, that they had not thought a little in advance. It is the old story, look before you leap, and it seems to me the people of the west, at any rate, have not looked into the Hudson Bay railway scheme sufficiently before pushing the government into its construction. I am not criticising the action of the government. This government and the former government were practically pushed into this scheme; I think the whole thing is a mistake, and, as I say, in the west they are beginning to realize now that the

Hudson Bay railway will not be the panacea for their ills that they thought it would.

Hon. Mr. WATSON—The hon. gentleman is entirely mistaken with regard to the estimates in which the people of the Northwest hold the construction of the Hudson Bay railway.

Hon. Mr. POWER—I cannot speak for the whole of them; I can speak for some of them.

Hon. Mr. WATSON—The hon. gentleman can speak for the small minority, because it has been demonstrated that the Hudson Bay railway ought to be a short and cheap route for the transportation of the products of the Northwest to England.

Hon. Mr. EDWARDS—How?

Hon. Mr. WATSON—By rail and water.

Hon. Mr. EDWARDS—In what kind of vessels?

Hon. Mr. WATSON—Steam vessels.

Hon. Mr. EDWARDS—Passenger vessels?

Hon. Mr. WATSON—I am talking of freight.

Hon. Mr. EDWARDS—There is a very great misconception as to the carrying of grain across the ocean. Grain does not go across the ocean in cargo lots, but goes by passenger vessels, and it goes the same way from the United States. Not a cargo goes across in bulk in three years, and can it be expected that the passenger service is going to be transferred to Hudson bay?

Hon. Mr. WATSON—We are not interested so much in the passenger as in the freight service.

Hon. Mr. EDWARDS—The wheat of the Northwest cannot be carried across the ocean by a freight service. That wheat goes now as ballast at a very low rate of freight. This country cannot afford to ship grain across the ocean in cargo lots.

Hon. Mr. WATSON—It is claimed by those who have made a study of the question that wheat can be carried cheaper by