

ever, that at some future time it will support a large farming and ranching population as well as fishing and mining. Mr. McInnes states in his official report published in 1900:

Much of the land is well adapted for agriculture. I saw fine gardens and crops at Nelson house. Wheat ripens well at Norway house. This district contains abundance of timber and grass and has unlimited water-power. Split lake country which is about 250 miles north of Le Pas, to Churchill especially suitable for agriculture. Immense forest belt west of Nelson river. Vegetation is almost tropical.

Mr. McInnes estimated the amount of arable land in the district to be 10,000 square miles fit for settlement, and he described it as being very much in the nature of the Dauphin district. He kept a record of the temperature from the time he arrived at Split lake on the 19th of June, to the 29th of September, and he states that there was no frost to affect the tenderest vegetation. He was convinced that the country was quite suitable for agriculture. In comparing abstracts of summer temperatures with those at Minnedosa, Stoney Mountain and Brandon, he concluded that the country along the proposed railway is conspicuously warmer during the summer months than 400 miles further south. Mr. J. W. Tyrrell, mining engineer, confirms this in his report and states that 42 degrees below was the coldest he experienced it during a winter's stay at the bay. He had found it colder at Winnipeg.

Mr. J. A. J. McKenna, in his report on the Hudson Bay road states:

The cold at Nelson house is no more intense than that of a winter in northern Manitoba, partly on account of the much lower altitude, and vegetables of all kinds are raised in abundance, growth almost tropical. This is attributed to the long periods of sunlight and the streams of living water everywhere.

Coal is found in abundance in Melville island as well as in several other islands in the northern part of the bay.

Mr. Stefansson reported seeing coal on nearly every island in the north and his party coaled their ships at Melville island. The coal was similar to Ladysmith coal. Capt. Bernier has also mined this coal and reported it as good as Sydney coal.

As this mining can be carried on all winter, I predict that when the railway is completed to James bay the provinces of Ontario and Quebec will be no longer dependent upon the tender mercies of the United States fuel controller. At present we are spending from \$50,000,000 to \$125,000,000 per year in the United States for coal, most of which will be saved to Canada when the northern railway is completed. In 1920, we bought from the United States, 11,552,000 tons of coal, and in

1921, 15,407,000 tons, and we would have purchased much more had we been allowed to get it.

The finest of beautiful building stone is found along the Hudson Bay line; also immense quantities of commercial limestone. Marble of high grade is found on Marble island. The islands and shores of the bay are rich in gold, copper, iron and many other minerals, and with cheap power and easy transportation this will eventually provide much of the material for our manufacturing industries.

The rivers and lakes draining into the bay and the bay itself teem with fish and valuable marine animals, and the opening of the road will mean the establishing of a lucrative industry in this line. It must not be forgotten that cold water fish are of a very superior quality to those caught in warmer waters. The American fishermen and whalers are at the present time doing a large trade in the bay and I am credibly informed that a large part of their product would be loaded at Nelson and shipped by rail to central markets in the United States.

As an indication of what this would mean to the Canadian National Railways I may quote the following figures from the port of Prince Rupert: In 1921, there were 1,351 American vessel loads of fish totalling 18,642,721 pounds unloaded at that port and shipped in bond over the Canadian National railway to central points in the United States. In 1922, there were 1,274 American vessel loads, totalling 17,183,163 pounds of fish, and I understand that scores of these American vessels were unable to unload there on account of the shortage of refrigerator cars on the Canadian National railways. They were therefore compelled to continue down the coast and take the fish to Seattle. This would have meant a very large amount of traffic for the Canadian National railways. The ivory alone that is being secured yearly by these Americans is an industry in itself and is worth a great deal of money.

Mr. Stefansson, the distinguished explorer, giving evidence before the Senate committee in 1920, stated that the so-called "barren lands" of the north adjoining the bay, on its western shore, were capable of supporting fifty million reindeer and ten million musk ox and the cost of handling these animals would be slight in comparison with the profit to be made. He states the musk ox is the most valuable animal in the world. If domesticated he needs no hay and no barns; he cannot be killed by blizzard and hardly by wolves. He produces three times as much meat as the domestic sheep and three times as much wool. The musk ox will produce about fifty pounds