

As will be seen the season was an abnormally late one which left me a very short time for work. I regret this very much as I am sure that the south eastern shore would have proved to be of greater value in fisheries than the western portion although the latter is very promising. It would take one full season to investigate this properly.

In regard to the third expedition further south into the bay, I take one paragraph from the summary by Mr. A. R. M. Lower, who states:

It is not too much to predict that some time in the future the supply of fish that comes from the salt water of the north will be as constant and plentiful as that which at present is yielded by our great inland lakes.

His qualification as to "some time in the future" was apparently, in his mind, based upon the necessity for quick transportation. Water transportation is not expeditious enough to bring fish fresh to the inland markets; it requires fast train service. The fisheries I claim are of vast importance and are worth developing; and the railroad, I believe, would be justified if for no other reason than that it would develop this industry. But we have had pointed out to us already the vast water-powers that are available on the Hudson bay slope; and the minerals have been referred to. The argument has been advanced that the expense of developing these water powers at the sites located on the Nelson river would make the undertaking prohibitive. I think there would be a great demand for the power that could be developed there; and with that point in view, and because of certain inquiries I have had regarding the available power, not of course amounting to thousands or millions of horse-power, I went to the department to secure the results of a survey made on a tributary to the Nelson and which parallels the railroad for many miles. I want to place before the House the results of a survey made in 1917 of that particular tributary, the Grass river, and the power available thereon. The Grass river runs almost parallel with the present line of the Hudson Bay railway, and at no point are the sites where power could be developed on the Grass river more than 20 miles from railway stations or sidings. There were five sites surveyed, none of them tremendous, but all large enough to be of commercial value, especially to those requiring power that could be developed cheaply. The first site is sixteen miles from the railway, and the power estimated, at 80 per cent efficiency, is 1,640 horse-power. The second site is twenty miles from the railway and the estimated power, on the same percentage basis, is 2,450 horse power. The third site is seven miles from the railway, and the

power that can be developed on the 80 per cent efficiency basis is given at 2,180 horse-power. The fourth site, seven miles from the railroad, is capable of a development, on the same basis of efficiency, of 4,860 horse-power. and the fifth site, ten miles from the railroad, has power possibilities of 4,250 horse-power.

I stated that I had asked for the result of the surveys because of a certain letter that I had received from an improvement and production supply company asking for figures as to the power available and the possibilities of securing a charter to develop power to run a flour mill there to mill grain and ship the flour and other products to the European market.

Mr. WALLACE: Do those figures represent the minimum flow?

Mr. STEWART (Humboldt): I think so. One further point. In regard to agricultural land, I have an illustration to offer to the House as to the possibilities of agricultural land in that particular vicinity. I am not going to make any statement in regard to those lands that are already available as soon as transportation is provided to the district. But it has been stated, I think by the hon. member for Qu'Appelle (Mr. Millar), that there were at least 12,000,000 acres of land that could be drained and made available for agriculture. I believe, Sir, that those are among the best agricultural lands that we have in western Canada once they are properly drained. That may seem to be looking into the future, but it is not looking so very far ahead. I went to the Reclamation branch of the Department of the Interior and secured certain figures in this connection. They have made surveys and have a project before them at the present time which taps

10 p.m. this very district. It is an area known as the Moose range and Carrot river triangle. The apex of this triangle points right to The Pas, the town where the railroad starts. In this territory there are 125,000 square miles of land which at the present time is not suitable for agricultural purposes because of lack of drainage. The reports of the surveys which have been very carefully carried out show that this land can be reclaimed and will make the very richest agricultural soil. I do not need to emphasize to western members at least that the Carrot river lands are the very best in all western Canada, in fact I do not think that anywhere in Canada or probably in the world is there such a deep black loam as in the Carrot river country. This triangle of 125,000 square miles can, according to the figures of our own Reclamation branch, be reclaimed