

to cross Alberta, and as the rate on that grain is five cents higher than the rate even from the southeastern portion of Saskatchewan, this adds to our difficulties in competing with the other wheat-growing countries of the world.

I have no doubt that the port of Churchill will prove to be a great success. We must not forget that time is an important element in the development of any great undertaking. Some honourable gentlemen will remember that when the Canadian Pacific Railway was first contemplated it was said that it could never prosper—that it was to run through a desert. Yet it was not very long until a third transcontinental railway was built through that territory. Conditions change as the country develops.

Here is what Sir Wilfrid Laurier had to say in the House of Commons on April 3, 1906, about the port of Churchill:

I hope that I shall live to see a city at the terminus of a Hudson Bay railway at the mouth of the Churchill river.

It is not enough for us to confine our views to the Canada that is now settled; we must look ahead; we must push northward as far as colonization can go. I have great confidence that before many years are passed we shall see towns and villages on the shores of Hudson Bay, as we see on the shores of Norway, where people will be prosperously engaged in the lumbering business, the pulp industry, the fishing industry, the mining industry, and others.

That is what I hope Canadians will see ere long.

Captain Bernier has every faith in the Hudson Bay route, although he admits that modern ships are necessary. If ships were able to go into Churchill three hundred years ago, there is no reason why the Hudson Bay route should not be a wonderful success to-day in view of the advances that have been made in the ship-building industry. Nowhere else, I think, have we made greater advances than in the matter of ship construction and economy of operation.

Just here, in reply to the remarks of the honourable senator from Le Lanau dière (Hon. Mr. Casgrain) as to the size of the harbour at Fort Churchill and the difficulty of turning a vessel, I should like to read an extract from the Canadian Geographical Journal of 1931:

At Churchill, nature has provided magnificent breakwaters consisting of rocky cliffs rising to heights of from forty to seventy feet, enclosing a harbour of six miles in length and from one to two and a half miles in width at low water and one and a half to four miles at high water. The entrance to the harbour consists of a narrow gap between these headlands, with a low-water width of 1,600 feet, 850 feet at 30 feet depth, and 750 feet at 60 feet or more. Inside the entrance there exists to-day an area of 140 acres with depth of 30 feet and over

at low water, and a further area of about 180 acres with depths varying from 18 to 30 feet at low water, beyond which there is a vast area of lesser depth.

Owing to the configuration of the cliffs guarding the entrance the only gales which affect the inside area are those from directions between north-north-east and east-north-east, and because of the inclination of the inner area to the southeast, the only part affected by such gales is a short strip of shore on the west side of the entrance, where two small bays are clearly the beaches on which waves caused by these gales spend themselves.

The distance from Saskatoon to Churchill is 847 miles, and from Churchill to Liverpool 2,967 miles—a total of 3,814 miles, or a saving by the Hudson Bay route of 1,064 miles, with 57 miles less rail haul.

In view of what the honourable senator from Saskatchewan (Hon. Mr. Gillis) told you about the shipment of cattle, you will realize the importance of this.

The Hudson Bay Railway, with shorter routes from the west and south in the future, should revolutionize Canadian commerce. It will give the west closer and more profitable connection with overseas countries; it will open a new field for settlement and unlock a northern empire richly endowed with minerals, timber, water-power and other resources. The trade of the Dominion will no longer flow only east and west; a new trade and travel highway will have been provided. A circle with a radius of 1,600 miles from Churchill includes North Dakota, South Dakota, Minnesota, Wisconsin, practically all of Montana and a great part of Wyoming, Nebraska and Iowa. Build a railway across the northern part of the Prairie Provinces, connecting Churchill directly with a port on the Pacific coast, and the rich Peace River country will be nearer to European markets than Western Ontario is to-day.

I do not believe that we shall entirely abandon the use of Montreal and the St. Lawrence route, but it is my conviction that the port of Churchill will be of great benefit to Northern Saskatchewan.

To show you the enormous quantities of grain that Saskatchewan is capable of producing, I may say that during the time of the Wheat Board, in 1919 or 1920, Saskatchewan exported more wheat than all the other provinces of the Dominion combined. While it is true that we experienced difficulty in some parts of the province—and the people of the East have been very good in aiding us there—nevertheless, the people of the northern part of the province were able to donate cars of feed and potatoes and that sort of thing, to assist those in other parts of the province who were less fortunate than themselves.

I think, in view of what I have pointed out to you, honourable gentlemen, you will realize the great importance of the Hudson Bay route to the people of Northern Saskatchewan.

The Senate adjourned until Tuesday, March 6, at 8 p.m.