

would ever attempt to make that harbour if a north wind was blowing, because the drift caused by the wind, which sweeps down for a distance of a thousand miles, would make it impossible. A wise captain would remain in the open until the wind subsided, before attempting to enter the harbour. I make that statement on the authority of Captain Max, who for sixteen years was in charge of the shipping of the Hudson's Bay Company. Whilst I am talking about him I may say that during the Great War all British shipping was entrusted to the Hudson's Bay Company. This is the same Captain Max who went into the White Sea, to Archangel, to get the Prime Minister of Russia, Protopopoff, who was working with Rasputin. He went by the northern route because no submarines would venture there. He also went to Bergen, the most northerly port in Norway.

There is no doubt in my mind at all that Churchill is a harbour. I have said it in this House before, and I repeat it. We wasted our money when we engaged a gentleman by the name of Palmer to go north, at God knows what expense, in order that he might tell us that there was a better harbour at Churchill than at Port Nelson, where we had sunk many millions of dollars. When a ship is sixteen miles out from Port Nelson she has only seventeen feet of water. Furthermore, it is impossible to dredge the silt that comes down the Nelson river. You might just as well try to make a hole in a barrel of peas. It is an utter impossibility. When Earl Grey went from Ottawa to Port Nelson—

Hon. Mr. GILLIS: That has been abandoned. What is the use of talking about it now?

Hon. Mr. CASGRAIN: I should like to draw the attention of the honourable gentleman to the fact that I did not interrupt him when he was speaking.

When Earl Grey wanted to go out from Port Nelson to his ship—it was not a very deep draft vessel—she was so far out that daylight rockets had to be sent up to guide the boat that was taking him from the shore. If the Government of the day in Canada, no matter who they were, had listened to what was said in this House, they would have known better than to select Nelson. What was said here was confirmed first by the land surveyors who were sent to Hudson Bay by the Ontario Government to lay out a town. When they arrived there a northwest wind was blowing, and it raised the water to such an extent that the site of the proposed town was submerged. The surveyors put in their

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time, and when they came back in the fall they reported that there was no place for the location of a town.

A well-known Government engineer, Mr. McLachlan, who had been at Nelson, and had stood it for three or four years, said there was no harbour. Mr. Bowden, Chief Engineer of the Department of Railway and Canals, had an island built in the river. Certain parts of this island were surrounded by a cribwork about fifty feet in height that was supposed to be filled in. Then a bridge was actually built from the east side of the Nelson river to this artificial island, and what remains of it to-day is a monument to what governments do. The piers are there, and some of the ironwork that was erected for a distance of nearly half a mile in order to connect with this island. Ships were expected to go outside of the island. If this Government or any other Government would only read Hansard of the Senate they would see in it many things that might be very useful to them, and that would save a great deal of the money of this country.

Now I come to the harbour at Fort Churchill. If a ship can get into that harbour it will find plenty of space there. But there are also large boulders, any number of them. Although some have been dynamited and taken out, many remain. I am told that a ship coming into that harbour experiences difficulty in turning around. I get that information from sailormen, not from engineers. I will admit that Churchill is a better harbour than Nelson; but when my honourable friend (Hon. Mr. Gillis) says that it is one of the finest harbours in the world, I can only say that he must have spent all his life on the Prairies, that he is no sailorman, and has not much idea of what a port should be.

Hon. Mr. GILLIS: I was born in Nova Scotia.

Hon. Mr. CASGRAIN: God made the harbours; men make the ports.

The honourable gentleman quoted my dear old friend Captain Bernier, who spent eight winters in the Arctic. Having conquered nearly all the places where it is difficult to navigate because of icebergs and so on, Captain Bernier says, "Oh, well, it is possible to navigate the Hudson Straits." Of course it is possible. But if honourable gentlemen would only listen for one moment they would learn that there are tides in the straits; and, as you know, tides ebb and flow four times a day. It is just as well that this House should have a little information on that subject. When the Hudson's Bay Company used