

ers, in the country elevators, or in other places in Canada. If this line is built that grain is going to be fed to the market. It is the policy of the pool to feed grain to the market gradually, not rush it on to the market in a few months. Great Britain, for example, will take about 12,000,000 bushels a week, and it is the policy of the pool to feed that grain to that market just as it will take it. That grain is going to be fed to the British market in the months

11 p.m. of May, June, July, August and September and it must be stored somewhere before the new grain comes in. Is there any reason why that grain that is to be taken to Great Britain in July or August cannot be stored in the elevators at Port Nelson? None whatever.

It means a great deal if this route is feasible. I say "if", because there has been so much contradictory evidence given on the subject. And there are differences and degrees of doubt. I know that a great many hon. members have a doubt about the feasibility of the route. Others again are satisfied that it is feasible; that there is no danger whatever.

Mr. MANION: Have any of the party to which the hon. member belongs—and I ask this merely for information—investigated the matter, or are they just taking the reports? Have any of his party really gone up to the headwaters of the Nelson river and spent some time there to look into the matter?

Mr. MILLAR: Yes, two of the present members of our group, and Mr. Hoey—I think at least four of our group have gone over this route and carefully examined it.

Mr. MANION: I am speaking about the strait and so forth. That does not cover that.

Mr. MILLAR: Since my hon. friend has touched on that point, let me read a short extract from a statement by Captain Bernier of Quebec. I can of course read scores of them, and so can others on the other side. This is what Captain Bernier says:

After sixty years of navigation experience, Captain Bernier declared to an interviewer: "It is while navigation is open a better route than the St. Lawrence. The difficulty is not the straits but the port."

Hon. members should take note of that because of some remarks that have been made recently. In another place Captain Bernier says:

Hudson bay itself was a mariner's paradise. "It has," said Captain Bernier, "a level sandy bottom with no islands and no reefs in the course from Hudson straits."

He declared that the period of navigation would be at least three and sometimes four months.

Do hon. members realize that Port Nelson is the same distance from Liverpool as Montreal if you do not go by Belle Isle—2,966 miles? But Port Nelson is 1,000 miles nearer the centre of the grain district than Montreal. I suppose hon. members will hardly believe that, but if they look at a map they will find that such is the case. That means 1,000 miles gained in distance. Let us consider for a moment what that 1,000 miles of distance saved means. If it was 1,000 miles of open water it would not mean very much, because the cost of carrying grain or other freight over open water is only one-eighth of the cost of carrying it on land. But part of this is rail. It is 915 miles from Saskatoon to Fort William; it is 700 miles from Saskatoon to Port Nelson. When we get to Fort William there is open water for a distance, but the open water does not go through to Montreal by a long way. When we reach the canals, transportation through the canals is almost as expensive as by railway. There are 44 miles of canals on the St. Lawrence and 26 miles at the Welland; there is the difficulty and the waiting in going through the canals. A great deal of grain instead of taking the water route on the lower end takes the rail route from Parry Sound, Collingwood, Owen Sound and so on, and I think that is proof that the cost over the lower end of that route is almost as expensive as by rail. The transfer points which I have mentioned would be approximately 400 miles from Montreal, so that in that distance of 1,000 miles that I speak of, 400 miles and 200 miles are rail haul. If the Hudson bay route is feasible, that means that our grain will go to the Liverpool market over less mileage on water and with 600 miles less rail haul.

The hon. member for East Algoma (Mr. Nicholson) asked: Would the pool like to tie up 100,000,000 bushels there? It is necessary for the pool or others who are shipping grain to have grain on hand at several points, at least to have enough grain at all times of the year to satisfy the market. For that reason they will always have to have grain at Montreal and Vancouver and perhaps at Halifax and St. John. But there is no reason why a portion of the grain that might be required in midsummer, as I said before, could not be stored at Port Nelson, and with the shorter route, unless the insurance is enormous, unless the losses are beyond anything that we can think of, there will be a vast gain. With the keen competition we are going to