

HUDSON BAY ROUTE: The Minister of Transport, Mr. Lionel Chevrier, thinks that "the Hudson Bay Route is now coming into its own" and that the Port of Churchill may "become a strong contender for third rank as a grain exporting port in Canada."

Discussing the Hudson Bay Route before the Saskatchewan Association of Rural Municipalities on March 10, the Minister said that "our experiences in the marketing of the large Western grain crops of the last few years have been such as to impress upon us the real value of the Port of Churchill. During a period of storage and shipping bottlenecks, the Hudson Bay Route has functioned as a safety-valve; it has helped to ease the pressure on the heavily taxed routes that pass through the Lakehead."

Every post-war year has been a record-breaking year on the Hudson Bay Route, Mr. Chevrier said. Tonnage handled on the railway had grown from 80,000 tons in 1946 to nearly 420,000 tons in 1953. Nearly 11,000,000 bushels of grain were exported from Churchill in 1953 as compared with around 3,000,000 bushels in 1946.

Mr. Chevrier further said that "its importance is such that we have already announced plans to extend elevator capacity at Churchill, the work to get underway this year. The elevator capacity at the port is to be raised from 2,500,000 bushels to 5,000,000 bushels at an estimated cost of \$2,000,000. Without any increase in grain handling and loading facilities, this additional capacity should enable the port to clear as much as 20,000,000 bushels in a season". This, he said, "would enable Churchill to become a strong contender for third rank as a grain exporting port in Canada behind Montreal and Vancouver. Its effectiveness as an aid to the orderly marketing of Western grain would be correspondingly increased".

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Public hospitals with an approved school of nursing decreased by six to 153 in 1952, continuing the trend evident since 1934. However, the number of students graduated rose 9% to 4,569, and facilities were available for another 1,150 or 25% more.

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Canada's population increased by 386,000 or 2.6% last year, totalled an estimated 15,035,000 at January 1. The 1952 gain was slightly larger at 388,000 or 2.7%.

IMMIGRATION UP 44 PER CENT: The Department of Citizenship and Immigration on March 9 reported a 44 per cent increase in January arrivals to 8,080 from 5,627 a year ago.

The analysis of arrivals showed that immigrants of English, Irish, Scottish and Welsh origin rose by 68 per cent to 2,654 in January from 1,576 a year ago. North European arrivals were up 43 per cent to 2,182 from 1,525. Arrivals from other countries increased 40 per cent to 2,494 from 1,779.

Dependent wives and children totalled 3,467 and other dependents 292. Those immigrants going to jobs numbered 4,321. Manufacturing, mechanical and construction work absorbed 1,086. About 28 per cent of arrivals - 2,308 - were under the age of 19.

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BANK NATIONALIZATION REJECTED: By a vote of 171 to 21 the House of Commons on March 9 overwhelmingly defeated a proposal by the C.C.F. group that consideration be given to the nationalization of Canada's banks. The submission was made by the C.C.F. Leader, Mr. M. J. Coldwell, during consideration of banking legislation.

All other parties voted against the proposed amendment, which read as follows:

"That Bill No. 338 be not now read a second time but that it be resolved that in the opinion of this House consideration should be given to the national ownership and public control of the chartered banks."

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AUTO SALES DOWN: Only 23,133 new motor vehicles were sold in Canada during January, 7,070 or more than 23% fewer than last year, the Dominion Bureau of Statistics reported March 9. Retail value was off 21% at \$59,137,000 against \$75,031,000.

The slump hit both passenger cars and commercial vehicles. Car sales were 20% under the 1953 level at 18,507 versus 23,142, while truck sales were almost 35% fewer at 4,626 versus 7,061. Retail value was off 18% for cars to \$46,736,000 from \$57,124,000, 31% for trucks to \$12,401,000 from \$17,907,000. The January sales drop was less pronounced in Ontario and Quebec than elsewhere.

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A record \$18,522,000 worth of jewellery was produced in 1952, some \$2,112,000 worth or 13% more than in 1951.