

centres of Eastern Canada, to be used in the purchase of farm implements and other manufactured articles, thus adding to the wealth and progress of the whole country.

Now if, by reason of the opening up of the Hudson Bay route, the grain-grower can get a few cents more for his grain, or the stock-raiser a few dollars more for his animals, undoubtedly a greater degree of prosperity will be brought to Canada. To oppose the development of Churchill, therefore, or of any other port, would be to retard the progress of the whole Dominion.

Those of you who attended the World's Grain Show in Regina last year may have noticed an exhibit of grain grown within twelve miles of the Arctic Circle.

Samples of wheat, oats and barley grown within twelve miles of the Arctic Circle, are interesting exhibits in the section of the Grain Show building occupied by the Cereal Division of the Experimental Farms.

W. D. Albright, of the Dominion Experimental Substation, Beaverlodge, Alberta, is in charge of the exhibit, which shows many of the products of the territory known as the Mackenzie Basin, which occupies 682,000 square miles. The ground cultivated was formerly muskeg, and although the wheat is seed grade only, the barley and oats grade 3 and 4 C. W. Oats sown the latter part of May were cut August 9. In this district it is possible to produce ample wheat grain and fodder, although export is handicapped by transportation.

In Resolution, on the Great Slave Lake, there are two apple trees, seedlings, which have been growing for years and produce enough fruit each year to make about 20 pounds of jam.

The district, thirteen miles from Beaverlodge, which is approximately twenty-five miles in radius, has won more prizes in the Grain Show than any district of similar size in Canada.

Now I want to say a word in conclusion. Canada must expand. Many of our resources are to be found in the north country. That alone should convince us that there are great possibilities in our great Northland, and that the energies of the people of Canada must be turned in that direction in order to develop the hidden treasures that undoubtedly are there. We cannot go farther south; so we must endeavour to move northward. For years people have been farming near the boundary, in the southwestern portion of Saskatchewan and in the southeastern section of Alberta. Now they have found out that they cannot carry on successfully in that area, and to-day most of them, or all who can, are moving north four or five hundred miles.

Of course there are difficulties to be contended with in the north. There is the cold. But during the last winter the average temperature in Churchill was not much lower than the temperature in Ottawa, and very little lower than the temperature in many parts of

Northern Ontario. We Canadians are a hardy race. Cold is no handicap. We are accustomed to hard winters; we thrive on them and get along splendidly.

The Hudson Bay Railway has two branch lines that connect with certain mines producing great wealth. Undoubtedly there is immense wealth in that northern part of the country, and the Hudson Bay Railway is the first link connecting southern Canada with our great Northland.

Some Hon. SENATORS: Hear, hear.

Hon. Mr. GILLIS: With the permission of the House I should like to place on Hansard a report relating to a test shipment of cattle by way of the Hudson Bay route. This is taken from the log of the steamship Brandon, day by day. I think honourable gentlemen will find it extremely interesting.

Brandon's Captain Prefers Churchill to St. Lawrence—Storm Delays Ship 25½ Hours
Entering Liverpool Port—Cattle Landed
Safely and in Good Shape at
Birkenhead

Liverpool, England, (by mail).—Western Canada's first experimental shipment of cattle over the Hudson Bay route has demonstrated that physically the Churchill way is at no physical disadvantage when compared with the Montreal route. . . .

We lost only eight hours out of Churchill—by stopping two nights—but a storm at the "bar" of the Mersey lost us 25½ hours entering Liverpool.

We left Churchill October 2 and the cattle were landed at Birkenhead on October 17. The cattle landed in good shape.

Monday, October 2.—It was a rolling sea with the wind "abaft the beam" when the SS. Brandon, homeward bound from Churchill to Birkenhead with the first shipment of cattle out of western Canada's new port, dropped the pilot less than an hour after leaving her berth.

Loaded to within three inches of her plimsol line, the biggest ship ever in Churchill, was as steady as a rock. She rolls beautifully. Snow flurries came with this wind on her stern quarter and before dark blotted out the land behind. It was all sea forward, with no land either to port (left facing the bow) or starboard.

Tuesday, October 3.—Day broke cold and cloudy with a beam wind bringing the snow flurries straight across the decks. The shallow bay has quite a sea on, the going is choppy and every once in a while the heavily loaded Brandon "ships" one over the port side, midships. Still she makes her steady nine knots. No land in sight at any time.

Wednesday, October 4.—Day broke clear and bright with the bay like glass and a gentle breeze "forward off the beam" which made it cold work for the tars up front painting the bridge its usual white to have it gleaming when the ship comes into her home port. The night came down without a cloud and a beautiful full moon which made the master smile and rub his hands. The ship will be entering the straights to-night, but it will be another 24 hours before "ice" becomes a menace.