

Nelson, a man, I believe, of very, very considerable ability—at least he has been eulogized somewhat by members of the present government. I am going to weary the House for one moment with a quotation.

Mr. DUNNING: What publication is the hon. member referring to?

Mr. CAHAN: It is a return made to an order of the House of April 14, 1924, I do not think many hon. members are aware of the existence of this return.

Mr. HANNESSON: Is it not the same return that was quoted in the House yesterday?

Mr. CAHAN: I cannot tell you whether it is or not, but I am going to refer to it. The report is addressed to W. A. Bowden, chief engineer Department of Railways and Canals, Ottawa, Ont, and reads:

Many a time during the past four years I have been on the verge of coming out in absolute condemnation of the undertaking on which I am engaged, but so long as I thought there was a chance of the Hudson Bay railway ever proving of value for any national purpose—

Mr. DUNNING: Perhaps it will help my hon. friend if I tell him the hon. member for East Algoma (Mr. Nicholson) placed that report on Hansard yesterday.

Mr. CAHAN: I did not find it.

Mr. DUNNING: It appears at page 4208.

Mr. CAHAN: The report proceeds:

—I thought that I had better not do so, especially as I know that you have always been one of its staunchest supporters. In the light of the ice conditions of this year, which I observed carefully on August 13, 29 and September 6, in the entrance to Port Nelson and the operation of our ships to and from Port Nelson for the past five seasons, I have come to the conclusion that the season for tramp steamships on this route is going to be so short that the cost of doing every item of work in the handling and transporting of merchandise is going to be so great that the route is not going to be able to compete with the lake route to Georgian bay and rail to Montreal.

Port Nelson was this year blocked with ice on August 29, and there was still ice around the harbour entrance on September 6, proof of which I inclose.

The Sheba altered her course twice on the 12th of September to avoid ice within one hundred and fifty miles of Port Nelson. Though this year is extremely late as regards ice, yet it is quite usual to meet ice in the vicinity of cape Tatnam until September. The extreme season will count in a commercial route. I also feel that we cannot extend the latter end of the season beyond the date on which our ships have been leaving in recent years, which means that the 15th of October will terminate commercial navigation, unless aeroplane reconnaissance of the Fox channel ice floes brings to light something now unknown.

Assuming for argument as long a season as can be hoped for, viz., two months between arrival of first

ship at Port Nelson and departure of the last ship, I find that the Hudson Bay railway route could not offer a greater rate to tramp steamers to come to Port Nelson than would be required to induce them to go to Montreal, and I feel that under equal rates the tramp steamer will prefer to go to Montreal rather than to Port Nelson when sailing to or from a European port.

For your perusal I have prepared the following table, showing cost of transporting grain from Saskatoon to Liverpool via Fort William:—

With the permission of the House I shall place this table on Hansard:

	Cents per bushel
Saskatoon to Fort William 917 miles at 4½ mills per ton mile.	12.4
Transfer to Fort William—	
Interest on cost of elevator and dock space at 6 per cent, handling its capacity seven times in season at 45 and 35 cents per bushel first cost 80 x 6 x 1.	0.7
100 7	
Labour and operation of elevator.	
Average of Port Colborne and Montreal.	0.3
Lake boat transport Fort William to Bay Port, September rate.	1.5
Transfer at Georgian Bay port, same as above.	1.0
Rail haul to Montreal—	
Present C.P.R. line from Port McNicol, 375 miles at 4 mills per ton mile, or C.N.R. line to Key Harbour to Montreal proposed, 401 miles at 3½ mills per ton mile.	4.5
Transfer at Montreal.	1.0
Ocean voyage pre-war rates.	5.0
Insurance omitted.	—
	26.4

The report goes on:

As a comparison with the above I have prepared the following table showing costs of transporting grain from Saskatoon to Port Nelson. The rate via Hudson Bay railway would be as follows:—

	Cents per bushel
Saskatoon to Port Nelson, 730 miles at 6½ mills per ton mile.	13.8
Transfer to Port Nelson—	
Elevator and dock space each 70 cents per bushel.	
Interest on cost of above space handling capacity twice 70 x 6 x 1 x 2.	4.2
100 2	
Forward.	18.0
Labour power and operation of elevator double lake costs.	0.6
Interest on cost of ⅓ grain delayed three months, value \$1 per bushel at 8 x 3 x 2.	1.3
100 12 3	
Total above.	19.9

Margin left for ocean voyage, extra insurance and interest on cost of works=26.4—19.9=6.5 cents per bushel.

The ocean rate from Montreal is generally a liner rate, not a tramp rate. When a tramp rate is