

Supply—Hudson Bay Railway

in condition for operating as a main line railway would cost \$65,000 a mile. Am I putting the figure at an excessive amount when I say that it would cost \$4,000,000 to complete the remaining 92 miles of railway and provide the railway terminal facilities necessary to take care of the traffic? And that does not provide one single dollar for rolling stock.

Now my time is limited, and I do not wish to detain the House unduly. The minister, speaking this afternoon with regard to the question of rolling stock, quoted the director of economics of the Canadian National Railways as to whether it would cost more to put a complete organization on to the Hudson Bay railway, a distance of 420 odd miles in length to handle the grain traffic for two months, than it would to add the additional train crews and engine crews necessary to operate the part of the line they are already operating. I venture to suggest that if the director of economics placed his opinion against that of the vice president and general manager of the Canadian National Railways they would say to him that it would cost 75 per cent more to create that organization and place it on the Hudson Bay railway to handle the same traffic that they

10 p.m. would handle with additional train crews and engine crews—and that is practically all they require on a wheat route—on the lines they are already operating east of the point where they would branch off to go to Hudson bay.

Then as to rolling stock. Surely the minister or the director of economics of the Canadian National Railways does not ask the House or the Canadian people to take their word at par. They say they can operate these 420 miles of railway and thirty or forty million bushels of wheat in a couple of months without any additional rolling stock. How are they going to do it?

Mr. MILLAR: Does any railway deliver all the grain to any terminal in two months and is not the wheat drawn all the year round?

Mr. NICHOLSON: I am simply taking the word of the minister himself when he used the period of two months and said a 4,000,000 bushel elevator was an extravagant estimate as to the elevator capacity required. If there is only going to be 4,000,000 bushel elevator capacity how is the grain going to be stored?

Mr. DUNNING: My hon. friend is not quoting me correctly; he must not say that.

Mr. NICHOLSON: Then there is another point. Would the western grain men care [Mr. Nicholson.]

to lock up 100,000,000 bushels of wheat at Port Nelson after navigation closes with the certain knowledge that they could not get it out of there again until navigation opens the next August or September? Would you suppose they would do it? It is not an economic possibility. It is not necessary for one to know anything about the grain trade in order to understand thoroughly that that cannot be done in connection with any commercial commodity whatever.

Mr. DUNNING: It does not need to be done.

Mr. NICHOLSON: No need of it?

Mr. DUNNING: No need of its being done.

Mr. NICHOLSON: If there is no need of doing it, what follows? If you are going to store it at Port Nelson, the minister stated that the grain traffic begins about the first of September, so that you must get the wheat to Port Nelson and away from there between the first of September and the close of navigation, which will be between October 15th and November 1st, according to the most optimistic reports we have received. That means that traffic must be moved in approximately two months. Either the grain is moved in two months or we store it at Port Nelson. Are you going to handle the grain all the year round or not move it out? Perhaps you are going to take it out on skis.

Mr. DUNNING: We will do exactly as we do now with respect to other terminals. We will move out what we can during the period of navigation and we will not move any more until the next period of navigation.

Mr. NICHOLSON: Again let me say that it is not necessary to be a wheat expert to know what is being done. The grain moves to the head of the lakes and is moved out from there until about the 20th December and sometimes until the end of December of each year. Then the elevators are filled excepting what is moved by the all-rail route. But the grain is available just the moment that navigation opens on the lakes. As a matter of fact it has been available for more than a month now at the head of lake Superior and it is moving eastward all the time. It is available for all-rail movement if that is required.

Mr. MANION: It has been available for two months.

Mr. NICHOLSON: My hon. friend reminds me that it has been available for two months. May I just digress for a moment in