

found that only one dredge is necessary. Once more I desire to assure honourable members that I am not trying to minimize the importance of the St. Lawrence route. I am only making what I believe to be fair and reasonable comparisons.

One objection urged against the Hudson Bay route is that owing to the season of navigation being comparatively short, grain grown during the current year must be kept in storage until the following season. This disadvantage, if it can be called such, is common to practically all our great national ports, excepting Maritime ports, as owing to the large surplus production of grain, even under ordinary marketing conditions, it cannot be disposed of during the crop season. But if this were possible it would not be advisable, for it would be unwise to flood the markets and thus seriously depress prices. Our carry-over for the past few years has been very large. This, of course, is due to the enormous world surplus of wheat. But even if these conditions did not exist we must continue to hold a percentage of our grain from one season to another, and I do not think this will be to our disadvantage.

Let me draw to the attention of those who object to the Hudson Bay route that a large quantity of our grain is shipped through American ports. Surely it would be more to the advantage of this country that our own ports should be used. Let me give the House some figures of export shipments of our wheat through United States ports:

	Export shipments overseas via U.S. ports
Crop years—	
1930-31..	89,723,421
1931-32..	48,691,666
1932-33..	54,799,322

From these shipments must be deducted trans-shipments from United States lake ports to Canadian ports, as follows:

	Trans-shipments from U.S. lake ports to Canadian ports
Crop years—	
1930-31..	17,894,967
1931-32..	5,865,048
1932-33..	14,103,033

These deductions leave a net total of 155,351,361 bushels of our wheat sent overseas via United States ports during the crop years mentioned. Of course, our own ports derived no benefit whatever from these export shipments.

The amount of Canadian wheat stored in terminal elevators on February 16 this year was as follows:

Hon. Mr. GILLIS.

	Bushels
Interior Public and Semi-public	
Terminals..	1,460,342
Vancouver and New Westminster..	11,637,873
Victoria..	932,474
Prince Rupert..	1,092,150
Churchill..	2,475,779
Fort William and Port Arthur.. .	67,059,781
	84,658,399

Terminal elevators are situated only in the Western Inspection Division, according to the Canada Grain Act, but the following quantities are given as held in Eastern and United States elevators at the same date:

	Bushels
Eastern elevators—Lake ports.. . .	18,512,678
Eastern elevators—Seaboard ports..	8,621,207
	27,133,885
United States Lake ports..	3,724,855
United States Atlantic Seaboard ports.	4,868,304
	8,593,159

The total in elevator storage is 120,385,443 bushels. In addition to this, from 75,000,000 to 80,000,000 bushels of wheat are still in the hands of farmers. Farmers sometimes hold grain from year to year; in fact I have known them to hold it for as long as three years. Sometimes they lose by doing so, and sometimes they gain. Half of the 80,000,000 bushels they are holding this year is required for seed, for sustenance, and so on. Therefore there are stored in this country to-day about 160,000,000 bushels of wheat. What harm will come to the people of Canada from the storage at Port Churchill of ten, fifteen or twenty million bushels of wheat? It is just as reasonable to store it there as it is to store it anywhere else.

True Canadians are only too eager to see the ports of Canada doing a flourishing business, because anything that benefits any part of the country must necessarily be of value to the country as a whole. What has been the expenditure on the harbours of St. John, Halifax, Vancouver, Quebec and Montreal? We do not object to a single cent of that expenditure, but we say that if you have all these facilities for the shipping of your commodities, you should not object to our having a port in the north.

A few days ago the Prime Minister, speaking in Montreal, made the statement that in ten years the Western Provinces had produced wealth to the extent of ten billion dollars. Nobody imagines for a moment that the producers of that wealth kept it to themselves. I venture to say that a large percentage of it found its way to the industrial