

tests of these have been made in their application to the climatic conditions in the strait? Has the government obtained from the Americans, who made continual air surveys during the war, the facts about the freezing of the waters of the bay proper, facts which have been continually in dispute? These are some of the questions for which a royal commission might obtain the answers, but I submit that, to be correct, such answers must be based on only the actual, full capacity of the route for a full season. Accompanying this test should be a beginning of the civilian opening of the north. I think this point is important, because it would result in a permanent and interested population at Churchill from which the necessary trained and acclimatized personnel for the operation of the port and railway could be drawn.

My plea is that this year we should ship a minimum of 15,000,000 bushels of grain by the Hudson bay route. This figure is based upon careful and cautious calculation, and is chosen for several reasons. That amount of shipping would keep the facilities reasonably busy throughout the season, thus reducing the overhead which has plagued what up to the present have been only token shipments. In the second place, with that amount of exports, an amount of imports in excess of those handled in any other year, that is in excess of 2,500 tons, could still be brought in and handled with the present wharfrage and shed facilities, and without conflicting with export operations. Third, the movement of 10,000,000 bushels would cover the operating and maintenance deficits of the elevator and port, and anything over that quantity should show a profit. Such a greater movement would also wipe out the deficit on the railway. The trade services division of Saskatchewan estimates that on a movement of 16,000,000 bushels, the saving to the dominion government, in wiping out the deficit on operations of the Hudson Bay railway, would be close to \$500,000.

Under section 2(a) of the Canada-United Kingdom wheat agreement of July, 1946, wheat can be picked up at Vancouver, the lakehead, Montreal or Churchill. The savings on freight from shipping through Churchill as to rail traffic would accrue to the Canadian wheat board, and such savings as might be made on the ocean freight would accrue to British shipping. The closest and most friendly cooperation between the various governments and agencies concerned will be necessary if this test is to be carried out. The technical committee set up, while invaluable in the matter of research, has no authority of itself. I hope that the interprovincial com-

[Mr. Knight.]

mittee will press the dominion government in the matter, and that the latter will carry out its pledge to give every assistance.

I should like to underline one or two things I believe the dominion government should do. Through its Minister of Trade and Commerce and its Minister of Transport, it can render vital assistance. It can give a directive to the wheat board in regard to assembling the right quantities of wheat in the right places. It can see to it that the facilities of port and railroad are in good repair and up to date. It can ensure the safety of navigation by special precautions based on a study of navigation aids and the installation of high frequency to replace low frequency direction-finding stations. It can see to it that the radar used is the modern type, superseding the older type with which there was some difficulty in floating icefields. Then, too, only with the assistance of the wheat board can this scheme be possible; for one great problem will be the finding and the placing in strategic positions of the necessary wheat. The movement of wheat within the freight rate areas preferential to Churchill if necessary should be restricted in order to ensure that on August 1, 1947, sufficient wheat will be in that area to provide a fair test; and that amount, I suggest, is a minimum of 15,000,000 bushels.

The reluctance of the wheat board to move wheat to a location where it will be what the grain trade calls "out of position" is understandable. I would urge the fullest use of the government storage elevator at Saskatoon as a base for the supply of wheat for Churchill. Wheat stored there would be in position, no matter by what route it was shipped to the sea. This elevator has a capacity of 5,500,000 bushels, making the combined capacity of that elevator and the Churchill elevator some 8,000,000 bushels; and I understand that Mr. McIvor has given at least a verbal assurance that the Churchill elevator will be filled in good time.

So much for what the dominion government can do. We hope, too, for the cooperation of wholesale and retail business people of the prairies, cooperatives and other marketing agencies, in arranging for imports. The other day I heard of an order for two diesel engines from Britain which are to come through the bay. We hope the people of the maritimes will wake up to the possibilities of trade with Churchill and realize that they can send us their woollen goods, the products of their industries, send us their coal as ballast. If there were an elevator at Charlottetown to receive feed grain from Churchill, the whole live stock and poultry industry of the