

more than 90 minutes, while in and out of Montreal the pilot is aboard for two days each way, the St. Lawrence river channel being treacherous. Fog and storm hazards on the two routes are about equal.

From Montreal the iceberg zone is only about 300 miles, compared with 1,700 miles of "ice" out of Churchill, but safety in ice depends on the ships' officers. If a good watch is kept and common sense used, ice is not such a great menace. A berg can be seen many miles away in the daytime and at least two miles on an average night. Captain Begg stops when he cannot see, until the fog or mist lifts.

The Brandon's master, Captain John Begg, who has sailed the Antarctic and understands ice conditions perfectly, was emphatic in his praise of the Hudson Bay route to Europe and the efficient help rendered by direction-finding stations in Hudson Straits.

Let me refer again to the subject of shipping casualties. I have already mentioned the wreck of the Bright Fan. This is the only casualty on the Hudson Bay route of which we have a record; but during the season of 1933 the following casualties occurred on the St. Lawrence route, according to a report issued by the Department of Marine:

The major casualties to ocean-going vessels navigating the St. Lawrence during the year 1933 include the following:

June 9: SS. Levnet, net tonnage 2,064 tons, stranded off Matane.

Nov. 12: SS. Susaa, net tonnage 733 tons, stranded near Heath Point, Anticosti Island; total loss.

Nov. 18: SS. Pennyworth, net tonnage 3,418 tons, stranded Orleans Island.

I want it clearly understood that I am not trying to discredit the St. Lawrence route. We are all proud of that route. I am making these comparisons simply to show that those who condemn the Hudson Bay route are sometimes somewhat far afield in their criticism.

This newspaper extract may interest some honourable members:

Montreal, November 25: For the second time in two weeks, a blinding snowstorm Friday halted all shipping in the St. Lawrence river, between Montreal and Quebec. Eleven steamers which left Montreal early in the day were anchored at various points down the river, awaiting clearer weather.

Ice conditions were reported slightly better, with none between Montreal and Sorel.

The freighter Pennyworth—

This is the vessel that made the trip from Churchill to Liverpool and would have made another trip had there been sufficient cargo available.

The freighter Pennyworth, which went aground on the Island of Orleans between St. Laurent and St. Jean last Sunday, was still hard and fast on the beach Friday and hopes of getting her off this winter have been abandoned.

Hon. Mr. GILLIS.

Part of the cargo of grain she took on in Montreal for overseas delivery has been removed to lighters, but the remainder is under water, which leaked into the vessel's holds to a depth of twenty feet.

The Canadian Farmer, of the Great Lakes Intercoastal Line, which stranded Monday opposite Three Rivers, is discharging her cargo of British Columbia pine here.

Here is another newspaper extract:

Quebec, Nov. 25: Canadian Pacific freighter Beaverdale, 6,000 tons, is aground forty miles below Quebec according to word reaching here. The Beaverdale cleared from Montreal at daybreak yesterday for Great Britain. The famous British train, the Royal Scot, is aboard the freighter on its way home after a tour throughout Canada and the United States.

The salvage tug Lord Strathcona and the harbour tug Citabel have been sent to assist the vessel, which is stranded at Traverse Pit, in the north channel of the St. Lawrence river.

Expectations were the Beaverdale would be refloated at high tide.

The locomotive and tender of the Royal Scot are stowed in the hold. They together weigh 135 tons. The eight coaches of the famous train are on the freighter's deck.

With respect to an experimental shipment from Prince Albert I have the following newspaper despatch, dated November 4:

An average net return of \$31 per head, all expenses deducted, was realized on the test shipment of 200 head of cattle from here to Great Britain, via Churchill and the Hudson Bay route, it was announced Thursday afternoon by W. E. Cutt, local agent of the Saskatchewan Co-operative Livestock Producers.

Considering what is being received for cattle sold in this country, the return was very gratifying. W. R. Urton, Duck Lake, who contributed 60 head, declared on being informed of the return.

Thirteen head of Indian reserve steers of better average quality than the Churchill shipment averaged only \$19 a head net when sold in this country ten days ago.

Ninety-seven steers from the Duck Lake reserve, sold in Winnipeg about two weeks ago, brought only \$21 per head net. They, too, were better quality than the average of the Churchill shipment.

It will be a few days yet before the actual return for each shipper is known, Mr. Cutt said.

Another newspaper despatch, from Saskatoon, dated January 13, is headed, "Dominion Export Official Sees Change Coming, He Tells Traffic Meeting."

Saskatoon, Jan. 13.—Grain will not hold its prominence as compared with assorted cargo exported by the Hudson Bay route this year, A. E. Fortington, Chief of the Division of Export Live Stock and Animal Products of the Federal Department of Trade and Commerce, forecast at the meeting of the Interprovincial Traffic Council, Friday. He saw reason to expect a big export of lumber. Boats would be chartered to carry lumber alone. He stressed need of import cargoes.