The position we of Saskatchewan find ourselves in is this. We are about the same distance from Fort William as from Vancouver, and it makes no difference to us whether our wheat is shipped to one or to the other of these ports. The Wheat Board has the option of shipping northern Saskatchewan wheat to Churchill, and I say that even though the Saskatchewan farmer's wheat is not shipped to Churchill he should be paid on the same basis as if it were. Since the Wheat Board can save a lot of money by shipping to that port, its facilities should be used far more extensively than they are. Last year only some one or two million bushels were shipped there. Even if the use of the Churchill route would mean a saving of only six cents a bushel on storage, the elevators there should be filled up all winter and the wheat shipped out the following spring.

I wish to move in amendment, seconded by the honourable senator from Digby-Clare (Hon. Mr. Robicheau), that this Bill as amended by the committee be not now read a third time, but that it be further amended by the insertion of the word "Churchill" after the words "Port Arthur," in paragraph 3.

Hon. Mr. MARSHALL: The honourable senator from West Central Saskatchewan (Hon. Mr. Aseltine) has pointed out that last year some wheat was shipped from Alberta to Fort William on which the farmer was charged only the Vancouver freight rate. Before our committee this morning Mr. McIvor explained that the price at Fort William was high enough to absorb the difference between the two rates, thus making it more profitable for the Wheat Board to sell the shipment at Fort William and still give the farmer the advantage of the Vancouver rate. We were told there is no market for wheat at Churchill and no special freight rate, and consequently there is no possibility of securing at that point a price high enough to take care of the differential. Some day there may be wheat buyers at Churchill, though it must be conceded that any such expectation is somewhat optimistic. I think Mr. McIvor said that about three-quarters of a million bushels of wheat was shipped to Churchill last year, and that two or three million bushels, much of it last year's crop, is about to be shipped. As there is no wheat market at Churchill, I do not think the Government would be justified in accepting the proposed amendment.

The proposed amendment of Hon. Mr. Aseltine was negatived.

The motion was agreed to, and the Bill as amended was read the third time, and passed.

Hon. Mr. ASELTINE.

SALT FISH BOARD BILL
FIRST READING

Bill 130, an Act to provide for the constitution of a Salt Fish Board.—Hon. Mr. Dandurand.

OFFICIAL SECRETS BILL
FIRST READING

Bill 92, an Act respecting Official Secrets.—Hon. Mr. Dandurand.

CANADIAN NATIONAL RAILWAYS FINANCING AND GUARANTEE BILL
FIRST READING

Bill 85, an Act to authorize the provision of moneys to meet certain capital expenditures made and capital indebtedness incurred by the Canadian National Railways System during the calendar year 1939, and to authorize the guarantee by His Majesty of certain securities to be issued by the Canadian National Railway Company.—Hon. Mr. Dandurand.

SECOND READING POSTPONED

The Hon. the SPEAKER: When shall this Bill be read the second time?

Hon. RAOUL DANDURAND: As this is a money Bill, we could perhaps proceed with it now.

Right Hon. Mr. MEIGHEN: What Bill is it?

Hon. Mr. DANDURAND: It refers to a company about which we have heard considerable of late—the Canadian National Railway Company.

Right Hon. Mr. MEIGHEN: What is the purpose of it? To borrow money?

Hon. Mr. DANDURAND: The Bill authorizes the railway company to issue bonds or other securities not exceeding $25,821,707 in principal amount, to provide the amounts necessary to meet capital expenditures made or capital indebtedness incurred during the calendar year 1939 by or on behalf of any companies or railways comprised in the National Railway system. The sum of $25,000,000 odd is itemized in the explanatory notes.

Right Hon. Mr. MEIGHEN: Is the Montreal terminal part of it?