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Canadian
Transportation
Research
Forum

Le Groupe
de Recherches
sur les
Transports
au Canada

GOING THE DISTANCE
Franchir le fil d'arrivée

PROCEEDINGS
of the 29th
Annual Meeting

ACTES
de la 29ième
Conférence
annuelle

Victoria
B. C. / C.-B.
May 15-18,
15 au 18 mai,
1994

Churchill: The Challenges, Rewards and Potentialities of North-South Trade Via the Bay

"Going the Distance" most certainly states the case for all who have been engaged in the long, long struggle to secure the retention and enhancement of Western Canada's northern ocean port of Churchill and of the railway to the Bay.

The theme of the CTRF Conference suggests being engaged in a race which continues to-day with the reward being the fullest possible use of the Port of Churchill over the longest possible season.

THE STRUGGLE STARTS

In 1619, Jens Munck son of a Norwegian nobleman, who had long served in the Danish navy, received orders from his king. He was to search by sea for a route from the Atlantic to the Pacific Ocean which would provide a shorter, quicker and cheaper avenue of trade between Europe and Eastern Asia. Sailing in two Danish naval vessels, the "Unicorne" and the "Lamprey", Jens Munck crossed the Atlantic and continued westerly across the wide expanse of Hudson Bay, which the English seaman Henry Hudson had discovered the year before in 1610. They dropped anchor in the estuary of a great river flowing from the west, today called the Churchill River. The vessels were secured for the winter and huts built for hunters, but winter took a terrible toll, for only Munck and two others were to survive to reach Norway in the Lamprey in 1620.

It was only after King Charles II of England in 1670 granted sole rights of "trade in lands watered by rivers running into Hudson Bay" that permanent fur trading posts appeared on the northern shores of Hudson Bay. The trading posts were needed to ensure the continued arrival of from ten to forty thousand furs and subsequent dispatch to London. So on June 10th 1717 three famous men of the Hudson Bay Company, James Knight - Churchill's rediscoverer after Jens Munck, Henry Kelsey - who reached the Saskatchewan River, and Richard Morton - travelled north from York Factory. And it was they who built the first of a long line of trading posts, later stores which have since served Churchill. The most famous of those trading posts is massive Prince of Wales Fort, now partially restored, still guarding the entrance to Churchill Harbour. Building had commenced on August 16th, 1731, took forty years to complete, only to be seized and pillaged when the French Admiral La Perouse captured it on August 9th, 1782, at the time of the American Revolution.

THE NORTH WEST FUR TRADING COMPANY

Competition for the fur trade became intense and became even more so when the North West Fur Trading Company appeared on the scene.

By the Treaty of Utrecht, 1713, France recognized English ownership of the Hudson Bay, while England recognized for France a wide area around the St. Lawrence River, the Great Lakes, the Mississippi and its tributaries.

The French and English had been hotly engaged in The Seven Years War, which was ended in 1763 by the signing of The Treaty of Paris, under which France withdrew from North America. This should have left the Hudson Bay Company with a monopoly of the fur trade, but that was not to be. After 1763 canny Scots and traders from New England came to engage in the fur trade, ignoring or disputing the monopoly of the Hudson Bay Company. Headquarters in Montreal, their canoes traversed the Great Lakes to Fort William, thence to travel and trade throughout North America, setting up trading posts even to the shores of the Arctic and the Pacific Oceans.

Thus was born the rivalry of today, the long Great Lakes Route from Eastern Canada and the short direct route via the Bay.

CHANGES OCCUR

But other forces were appearing to threaten the fur trade as predominate in the economy. Agriculture came to Western Canada when during 1811, 1812 and 1813 the Selkirk Settlers travelled from Scotland and the Orkney Islands through Hudson Straits, across Hudson Bay to Churchill or York Factory, thence upon the Hayes and Nelson Rivers, and then south down Lake Winnipeg to reach the land grants of their sponsor around Winnipeg, on the Red River.

Eventually fierce and ruthless competition between the inland posts of the Hudson Bay Company and its rival North West Company, and the much lower transportation costs for the H.B.Co. via Hudson Bay, forced the N.W.F.T. Co. to accept a merger with its rival to form a new Hudson Bay Company in 1822.

Significant changes were appearing elsewhere. The middle and far west of the United States was being occupied by people from various other countries, more and more hungry eyes looked northward to the vacant lands of the H.B. Company. At the same time Imperialistic Britain of the mid 1800's envisioned a transportation network which would start in the Far East, cross the North Pacific Ocean to British territory in North America finally to cross the North Atlantic Ocean to a destination on the United Kingdom.

This became easier after Canada's Confederation in 1867, and further

advanced when Canada agreed to purchase the lands and rights given to The Hudson Bay Company by King Charles II in 1670. This was done and Canada's size and shape largely determined.

LAND HUNGRY ACQUISITIVE EYES IN THE U.S.A.

Many in the victorious northern states of the U.S.A. felt that it was manifest destiny for the United States to be owner, occupier and exploiter of the whole continent of North America. Manifest destiny being encouraged by the victory in the Civil War, thousands of discharged soldiers, politicians and others crying "FIFTY FOUR OR FIGHT". This, along with land hungry settlers and farmers from the American mid and western states casting eyes on the empty Canadian west lands, forced the emergence of a Western Canada lying north of the 49th parallel of latitude.

Following the Confederation of 1867, and the surrender by the Hudson Bay Company of the Charter of King Charles II of England, Canada has developed to the country as it is know today.

The architect of modern Canada is generally recognized as being Sir John A MacDonald. His Conservative government formulated policies to ensure that Canada develop as a country, independent of the United States. So the Government of Canada, in 1872, commissioned:

1. the North West Mounted Police to enforce the demarcation of the 49th parallel of latitude, and as a bonus, to expel the American whiskey pedlars.
2. construction of the Canadian Pacific Railway through the south of Western Canada thus to emphasize the 49th parallel of latitude, and to provide transportation which would allow settlers to fill the empty lands.
3. development of the national policy of tariff protection which encouraged the development of Ontario as the industrial heart of Canada.

SETTLERS FLOOD IN - ANOTHER TRADE ROUTE IS SOUGHT

Immigration to Western Canada proceeded slowly at first. Following the Saskatchewan rebellion of 1886 and with the aggressive immigration and land settlement policies of the government of Sit Wilfred Laurier, the flood of immigrants became a torrent. Most of the available farm land was occupied and wheat crops of such volume produced that transportation, and trade routes to enable the produce of the West to get to market became of increasing importance and concern, in Canada, especially in Western Canada.

As grain production on the Prairies grew, so did the need for a short quick transport route to world markets. Some grain was moving south, and a trickle working through the Great Lakes to Atlantic ports. By the early years of the

20th century increasing quantities of Western Canadian grain were being exported, much via Portland, Maine. The opening of the Panama canal during World War I offered a new export route, serving old and new markets through Vancouver, something not always appreciated down east.

ON TO THE BAY

From the earliest years after Confederation, especially after creation of the postage stamp size province of Manitoba, some Western Canadians began thinking that as the short sea route via the Bay had served the fur trade so well, undoubtedly it could serve the farmers of Western Canada. As early as 1877 an application was made to Ottawa by the Winnipeg and Hudson Bay Railway and Steam Company which would permit the building of a rail line from Southern Manitoba to Port Nelson. In the years which followed many applications were sent to Ottawa for construction of railway lines from prairie points to Nelson or Churchill charters. Many of these charters with the grants and of land and money received by such companies as the Canadian Northern Railway, formed the basis of Canadian National, North America today.

Another basic argument given by supporters of the Hudson Bay Route is that Western Canada really paid for the construction of the Hudson Bay Railway as between 1908 and 1918 **fourteen million acres of western land were sold for the purpose of building a railway to Hudson Bay.**

In growing numbers, often donating their time and money, people of Western Canada began fighting against the monopoly of the eastern route via the Great Lakes and St. Lawrence, in favor of the short land route to the Bay. So it was with relief and some scepticism, that they received the announcement made by the Prime Minister Sir Wilfred Laurier in the House of Commons in September 1908 that a rail line to the Bay would be constructed, its destination whether the Nelson or Churchill yet to be decided.

NOW A START - THEN FRUSTRATION - FINALLY THE BAY

Rails of the Canadian Railways had reached the Pas by 1908, estimates for a start on the Bay Line had passed parliament. A bridge across the Saskatchewan River which has a section able to be opened to allow passage of river traffic constructed in 1912, and by 1915 80lb steel was being laid in the direction of the new port at Nelson. By 1915 steel had reached mile 214, trackage to mile 332. By 1917 when construction ceased, trackage had been laid to mile 332 and a massive bridge over the Kettle Rapids constructed. At this time it was reported in Parliament \$6,347,000 had been spent at the frustrating site on the estuary of the Nelson River, and \$13,874,000 for the Hudson Bay Railway track and supporting facilities. The Federal government received constant representations for and against resuming construction of the line then asked the Senate to look into the whole situation.

THE SENATE REPORTS 1922

On June 4th, 1920 the Senate advised that the Hudson Bay Railway WAS feasible and possible, maybe even profitable, its season four months, with the potentialities of being made longer. It advised no further work be done until the potentialities of Nelson and Churchill were reviewed. The 1920's were years of outspoken support for the railway and a port on the Bay, while even more outspoken opponents made Ottawa very well aware of their position.

But Western Canada really united in battle for The Bay when word leaked out that a secret Order-in-Council had been passed authorizing removal of the steel from the Bay line, and that the Canadian National Railway had already removed the steel between mile 214 and 344 on recommendation of the Vice-President and General Manager of Canadian National Railways, and approved by the Board of Directors. This at a time when the Hudson Bay Railway was NOT a component of CN. Aroused as never before, Western Canadians rallied to the trade route through the Bay. Former Winnipeg Mayor C.F. Gray called a meeting of concerned Winnipeg citizens, who meeting in The Winnipeg Grain Exchange February 22nd, 1924 formed a voluntary non-profit organization whose purpose and title was "ON TO THE BAY!".

But it was POLITICS which decided that steel of The Hudson Bay Railway would finally reach the Bay and that the port of destination would be Churchill.

From 1921 to 1925 Liberal Prime Minister MacKenzie King held power only because of the support of members of Parliament from the Western Agrarian Progressive Party led by Robert Forke. If they had forced King into action to complete the laying of rail to Hudson Bay before 1925 the port would have been Nelson with all its hazard for the future.

The result of the Federal election of October 29th, 1925 saw King's Liberals fall from 117 to 101, Conservatives rise from 50 to 116 while the Progressives had fallen from 65 to 25, leaving King with a majority of only 11.

The budget had carried an appropriation of \$3,000,000 towards further work on the Hudson Bay Route project, something reviled by many Conservatives, especially from Eastern and Central Canada. Then followed the political crisis of 1926 involving Prime Minister King, opposition leader Arthur Meighan and the Governor General Lord Byng of Vimy, to be followed by the federal election of September 24th, 1926 with King and the Liberals the big winners.

Part of King's victory can be attributed to the fact that many former Progressives had voted for the Liberals, partly because of the strong support for the completion of the Hudson Bay Railway given by the Liberal Government of Saskatchewan of Premier Charles Dunning. This Saskatchewan support was rewarded by the appointment of Honorable Charles Dunning to the federal

cabinet as Minister of Railways and Canals. Saskatchewan took this to mean that the new minister would see that the rail line would be completed to the Bay.

STILL GOING THE DISTANCE

With the appointment of Dunning, things took a turn for the better for the Hudson Bay Route. Dunning was a strong supporter, work began on renewing the neglected track still headed for Nelson. Because of money already spent, Dunning felt Nelson should still be the port. But, when the Conservatives, especially from Ontario raised a hue and cry against any further expenditures at Nelson, Dunning invited Frederick Palmer, a most experienced British naval and port engineer, to visit both Nelson and Churchill and to give Ottawa his report of recommendation as soon as possible. In 1927 Dunning twice visited both locations, once with Palmer, changed his opinion and fully agreed with Palmer that Churchill should be the terminus of the Hudson Bay Railway.

At this point "Going the Distance" began to produce favorable results for the Bay. Dunning, a strong man in the federal cabinet was determined that the Bay line should now be completed, but to Churchill rather than Nelson.

Airplanes were beginning to fly into the North. Two planes from Western Canada Airlines flew men and equipment to bore into the base of Churchill estuary, which proved that dredging would not have rock to contend with. Western Canada Airlines had been founded by Charles Richardson, father of businessman George Richardson, who is now President of Adjut Aerospace, the company destined to make Churchill a world centre for space communications. To the North, planes of the Royal Canadian Air Force stationed at Port Burwell at the Hudson Straits, Wakeham Bay near the Center, and at Nottingham Island, flew through the winter of 1928-29 surveying ice conditions. From this challenging effort came the N.B. McLean Report that stated the straits to be acceptable for normal commercial vessels from mid-July to late October. The N.B. McLean Report deserves reading.

Throughout the bitterly cold winter of 1928-1929 hundreds of men "went the distance" laying tiles and rails over the frozen tundra, eventually to see the 80 lb steel reach Churchill on March 29th, 1929. The work of ballasting the track went on throughout the summer, until on September 10th, 1929, the Honorable Charles Dunning reported to the Canadian people that the Hudson Bay Railway from The Pas to Churchill was available for service.

Mighty bucket dredges Churchill No. 1 and No. 2 were at work deepening the channel to the Bay, only one mile away from the docks. A terminal elevator, able to handle 2,500,000 bushels, since increased in capacity to 5,000,000 bushels (140,000 tonnes) was constructed. The first commercial export cargo of wheat put together by James Richardson and Sons of Winnipeg and

provided by Pool elevators moved out of Churchill for London, England on the steamship SS "Farnworth" of the Dalgliesh Shipping Line of Newcastle on Tyne England on September 17th, 1931, to be followed three days later by the SS "Warkworth", both carrying about 250,000 bushels of wheat.

Fortunately a cairn stands in Churchill reminding us, in the words of Rudyard Kipling we "the sons of Mary who sat by the Lord's side", ride in the comfort of the train, the dream of a route to the Bay fulfilled, because of the sons of Martha, who served the Lord in lowlier ways, overcoming swamp, mud, mosquitoes, blackflies, heat, cold and isolation, completed their task.

To often it is forgotten that it is people who see visions and make things happen.

THE DIRTY THIRTIES

The dreams and hopes for Churchill were not yet to be achieved.

Grain, Cattle, flour, lumber, honey was exported while the Dalgliesh Company vigorously worked to secure import cargoes. Following the export of only two cargoes one in 1937 the second in 1938, it was with alarm the On To The Bay Association learned that Ottawa might close the Port down for 1939. Protests from the On To The Bay Association and others were so strident and forceful that 20 ships were promised for 1939. However, World War II intervened. Churchill bound vessels were lost, some like the SS "Firby" a frequent Churchill bound grain carrier, in the water between northern Scotland and the Orkneys, so that Churchill was closed down for ordinary commercial use from the rest of 1938 until 1946.

Over 1,800,000 tonnes of wheat remained in perfect condition through those years leading many to advocate that because of the cold temperatures throughout most of the year Churchill should be the location of a world food bank.

THE AMERICANS ARRIVE-CHURCHILL STILL FACES AN UNCERTAIN COMMERCIAL FUTURE

World War II brought the Americans to Churchill. Even after the opening of the Port in 1931 the community of Churchill still showed the characteristics of an isolated trading port. Ottawa's policy, if it had one, was to encourage as little development and use of the Port as possible. They brought in crews from outside (at one time bringing about 100 First Nations people from Northern Saskatchewan to work for the season) and then sent them back on the train as soon as the season's activities had ended. In contrast, most of the staff at the Port of Churchill today are First Nations people resident in Churchill.

Intended to be the reception for large numbers of wounded expected following D Day 1944, a military base and hospital with all the facilities was constructed, soon to be followed through the 1950's and 1960's by such a growth in population, that at one time combining the camp, town community which had developed and the Metis "Flats", over 7,000 people were living in the area at and around Churchill.

RE-ORGANIZATION, VIGILANCE AND PERSEVERANCE

During the war years very little had been heard from Ottawa as to its intentions regarding the Port of Churchill when peace would come. Officers and members of the On To The Bay Association were very apprehensive and so called on those officers and interested to meet with officials and members of the United Farmers of Canada, Saskatchewan Section to discuss how the two organizations and others could work to secure the re-opening of the Port of Churchill and to work to develop traffic through the Port on the Bay.

From this meeting of November 15th, 1944 emerged a new organization, to be called The Hudson Bay Route Association, dedicated to secure the re-opening of the Port of Churchill and to work for its maximum use over the longest seasons possible.

During 1945 little interest or assurance came from the Prime Minister W.L. MacKenzie King but following persistent efforts from the Hudson Bay Route Association, the governments of the three prairie provinces and representations from farm organizations and from individuals, the Port re-opened in August of 1946, when about three million bushels of grain were shipped to England which was still short of food following the deprivations of World War II. About 70 tonnes of imports for the prairies were landed.

At this time Mr. Peter Dalgliesh, of the R. S. Dalgliesh line of Newcastle commenced years of dedicated efforts to work up imports through the Bay.

MOST WESTERN CANADIANS ARE CONVINCED THAT PRESSURES ARE CONSTANTLY UPON THE GOVERNMENT AND BUREAUCRACY AT OTTAWA TO CLOSE CHURCHILL as an international port and to abandon all or part of the CN rail line to the Bay. One has to remember that it was a political decision that the Bay rail line and port be built and that the Port be built at Churchill rather than Nelson. This probability is ever present and so real, so much so, that already in 1994 The Hudson Bay Route Association Executive Officers have met with governments of Manitoba and Saskatchewan, The Canadian Wheat Board, Canadian National Railway and hope to have personal meetings with Hon. Ralph Goodale, The Federal Minister of Agriculture, Hon. Lloyd Axworthy of Human Resources, and Hon. Doug Young, Minister of Transport.

CHURCHILL HAS THE ANSWERS - OR AT LEAST SOME OF THEM

For a commercial enterprise to be profitable, it requires the lowest transportation costs possible and frequently the least time required to transfer goods from one place to another. Churchill could offer those advantages for it is located near the geographical centre of Canada and mid way between the densely populated areas of Far East countries, and the Western countries of Europe.

Churchill is located at the north-south apex of lines of communication running straight through the countries of NAFTA- Canada, United States and Mexico and on down to the most distant areas of the continent of South America. Lines of communication spring out fanlike from Hudson Straits and out from the Atlantic to Eastern areas of Europe through the Mediterranean to the Near and Middle East and on to India. A short northern route could start in, say, Japan or Korea, cross the Pacific Ocean by the shorter and quicker route to Prince Rupert across the rail line of CN which already exist or could be constructed to Churchill and through the Bay and Hudson Straits to the North Atlantic and markets world-wide.

THE COST

Western agriculture is forever being told to cut costs or perish, but the costs of the Great Lakes and St. Lawrence Seaway remain. The following may suggest why.

In a letter dated December 1st, 1993, the Canadian Wheat Board stating in detail, gave the cost per tonne of moving grain from inshore Thunder Bay by water direct to C.I.F. and F.O.B. Montreal/Sorel/Quebec/Three Rivers/Baie Comeau/Port Cartier basis per tonne CW Red Spring Wheat 15.5% protein before Thunder Bay at \$240.84

Cost per Tonne

C.I.F. Inshore \$24.86 F.O.B. \$27.74

This indicates that every tonne of grain shipped via the Seaway rather than via Churchill costs all the producers of that grade of grain an extra \$24.87 or \$27.74 per tonne as of date December 1st, 1993.

But it will become a best kept secret no longer, for a first step to secure for the public full information affecting grain exports via Churchill was made this January. The Convention of the Keystone Agriculture Producers passed a resolution, at a January meeting, requesting that the asking price for grain shipped via Churchill be included in the "Grains and Commodities" sections of weekly farm newspapers .

Tonnage	C.I.F. \$24.87	F.O.B. \$27.14
Churchill "Break Even" 600,000 tonnes	\$14,922,000	\$16,284,000
On 1972 Export 720,000 tonnes	\$17,762,400	\$19,540,800
Churchill Manager's Request one million tonnes	\$24,870,000	\$27,140,000
With 2 - 3 Weeks Extension two million tonnes	\$49,740,000	\$54,280,000
HUGE POTENTIAL SAVINGS VIA CHURCHILL CANADA'S BEST KEPT SECRET!		

BEWARE YOUNG FARMER BE AWARE

Our farmers are confused as they have to deal with: G.R.I.P., N.T.P., W.G.T.A., G.A.T.T., The Crow, and the Crow Benefit. But they will affect agriculture and transportation, on July 1st, 1995 G.A.T.T. for one will have done much to determine the nature of Western agriculture, and our rail transportation system. Armand Le Sann, writing in "The Opasquia Times" of the Pas, Manitoba, after discussing the topic concludes that changes to the method of payment of the Crow Benefit is inevitable which could result in considerably higher grain prices for Manitoba producers. Changes in farming practices, marketing and transportation if given complete disclosure of all transportation costs and practices could force changes in Manitoba's grain production from which north-south transportation links could evolve.

When shipping moves to Liverpool via Churchill, rather than the Great Lakes and Montreal the mileage saving is;

- from Regina 980 miles,
- from Saskatoon 1,128 miles,
- from Prince Albert 1,214 miles,
- from Calgary 1,044 miles and
- from Edmonton 1,142 miles.

Using the shorter route from Churchill saves time, fuel, money and is environment friendly.

Masters of Russian vessels serving Churchill have recently pointed out that it takes three weeks to Montreal from the Baltic and Murmansk, but only two via Churchill. This eliminates all expenses of a week or of two on a round trip, giving an extra two weeks for working another commitment, hopefully meaning bigger profits.

CHURCHILL COULD BE THE MIDDLE COMPONENT FACTOR OF A GREAT NORTHERN TRADE ROUTE FROM ASIA TO EUROPE

A vessel leaving Hong Kong or Japan would take one day less sailing to Prince Rupert than to Vancouver. The North American Land Bridge from Prince Rupert to Churchill would eliminate about half the normal distance to cross North America. From Churchill many sea routes are then possible, a most interesting being the Arctic Bridge to link Churchill and Murmansk, Russia.

CN NORTH AMERICA THE NORTHERN TERMINUS OF THE NORTH SOUTH COURIER

Ocean routes terminate at the Canadian port of Churchill, served by the CN rail line carrying 100 lb steel. The Bay line is in good shape with VIA Rail operating three fully equipped trains a week from Winnipeg and three return, in addition to a "mixed". Freight trains of great variety follow the gentle decline from the Pas, Manitoba to the ocean at Churchill causing a jokster to remark "the chief wear could be on the brakes".

Under the Canada - Manitoba ERDA Agreement much work was done. About 2,000 grain box cars were rehabilitated for service to Churchill and Thunder Bay. During the winter they are stored "out of sight of grain hauls", a CN work order is said to have read.

Much maintenance work was done under the Prairie Branch Line Rehabilitation Act widening embankment, renewing ballast, building new bridges, renewing old wherever possible. A most interesting development is application of the heat exchangers as used for the Alaska Pipeline from Prudhoe Bay to Valdez Alaska. Sink holes rarely appear on the Tundra section of the line, but south of Gillam where long heat pipes are inserted into the trouble spots. The long heat stabilizers increase the extraction of heat from the ground during the winter and decreases heat into the ground in summer.

Suffice it to say, that the Bay rail line is there, it is fully operational and moved very heavy loads successfully over the line to Gillam during the construction of Manitoba's Kettle, Long Spruce and Limestone dams on the Nelson River. But powerful forces constantly are at work to eliminate all or part of the rail line to the Bay.

CHURCHILL'S AIRPORT HAS POTENTIAL

The airport was built by the United States in World War II with an especially long runway of 9,200 ft. x 160 ft. wide, making it the longest runway in Manitoba. Built for tanker planes that refuel fighter planes in mid air. Incidentally this runway a very few years ago saved the lives of crew and passengers travelling from Los Angeles to Copenhagen when the plane started to leak fuel and was safely able to land on Churchill's long runway.

THE SEASON OF NAVIGATION AND INSURANCE

The route via the Bay is deep, wide and direct requiring only three changes of course. In contrast a ship traveling the route from Thunder Bay to the St. Lawrence and finally salt water encounters many course changes on a route that requires constant dredging.

The route to Montreal is not free of ice often requiring icebreaker support. The winter of 1993 was very difficult in the St. Lawrence River and Gulf closing the Port of Montreal for days at a time, seriously delaying container ship traffic. The Regina Leader Post of February 12, 1994 carries a news dispatch from Halifax which advises that a deep freeze and steady wind have plugged the Gulf of St. Lawrence with ice trapping ships in any early freeze-up that could be the worst on record, with 40 ships in various stages of being freed in the Gulf. The writer of this paper recalls that the C.P. liner "Empress of Australia, bearing King George and Queen Elizabeth II to Canada for the famous 1939 visit, was delayed in the Gulf in early May, 1939.

The season of navigation is usually determined by Lloyd's of London. This allows passage of Cape Chidley midnight July 22nd and leaving Churchill before October 28th. Vessel owners can get even lower rates negotiated on a company and ship by ship basis. Ordinary commercial vessels have left during the first week of November. Radar-plane-satellite viewing have greatly enhanced the making of safe, quickest and so most remunerative of vessel transit of the straits and Bay. On December 3rd and 4th, 1970 the Canadian Coast Guard "Louis St. Laurent" lay off Churchill as part of the celebration of Manitoba's one hundredth birthday.

Ice conditions can vary. A strong westerly current along the shore of Baffin Island takes any iceberg up the straits to return east with the current flowing along Quebec's northern shore. Icebergs rarely get into Hudson Bay. New ice formations form in the north west area, gradually developing until the Straits become ice covered. This infers that, could Churchill harbour be kept open longer, there are many ways possible for the Bay route to offer a six to eight month season. Airplane and satellite information, with possibly soon to come assistance from Spaceport Canada, now under development at Churchill, give promise of much longer seasons of operation. This would be supported by icebreaker back up - a service which has been available since the 1930's.

CHURCHILL HARBOUR ONE OF THE WORLD'S BEST

When Sir Frederick Palmer, in 1927, advised that Churchill rather than Nelson be developed as the terminal port of the Hudson Bay Railway, he had been impressed by one of the world's most expensive river estuaries, one connected to the open sea only a mile distant.

Ports Canada now operates at Churchill facilities which include; a berth 3,073 ft. long, five having depths of 9.5m increased by a 10 to 12 ft. tide. The Wolfe berth was improved in the 1980's to a depth of about 39 ft. greater with high tides thus allowing the operation of vessels up to 60,000 tonnes, once a grain loading gallery is constructed. The Port is served by a terminal railway, cranes, repair facilities, bunkering and two tugs.

The 140,000 tonne elevator (5,000,000 bushel) has four unload tracts, two able to serve hopper cars, two could also be adapted. Receiving capacity is 1,255 tonnes per hour and shipping 1,633 tonnes per hour.

But a port requires traffic. If not the statement of Honorable Don Mazankowski, of the Port of Churchill and C.N. rail line "USE IT OR LOSE IT" will become only too true. As mentioned earlier, a great variety of import cargo passed over the Churchill wharves between 1932 and 1939. For nearly forty years after the Port resumed service following W.W.II 2 tonnages of great variety, worked up by S.S. W. "Peter" Dalgliesh and his son Nicholas, were unloaded from vessels owned or chartered by the Dalgliesh company.

Cars including Austins and Volkswagon cars from Germany, farm machinery, which included Fordsons and Field Marshall tractors were among the many imports worked through Churchill.

Surely this recall of the imports which arrived through Churchill in 1969 should induce someone, somewhere in 1994 to revive imports via the Bay to equal or far exceed tonnages worked by the Dalglieshes in 1969.

Commodity	Tons	Commodity	Tons
Automobiles	152	Pipe	1,331
Belting	104	Pumps	51
Beta Naphthol	79	Rolls, iron	55
Bonemeal	172	Segments	1,102
Confectionary	14	Sodium Nitrate	72
Curling stones	14	Steel roll shells	32
Liquor	1,244	Telephone equipment	26
Machinery, conveying	475	Tractors	956
Machinery, generating	154	Transmission towers	405
Machinery, mining	30	Valves	3
Merchandise, general	102	Zinc, Chloride	4

It should be noted that the imports went to cities, small centres and as far east to Winnipeg and as far west to Vancouver as listed; Flinn Flon, Man.; Saskatoon, Sask.; Winnipeg, Man.; Viscount, Sask.; Alwingsal, Sask.; Thompson, Man.; Yorkton, Sask.; Regina, Sask.; Edmonton, Alberta; Waboden, Man.; Yarrow, Sask.; Calgary, Alta.; Vancouver, B.C.; Lynn Lake, Man. and many other centres.

Churchill commodities exported other than wheat were:

Cobalt Oxide	174 tons
Nickel Slabs	3,306

All together Churchill non grain exports totalled 5,463 tons. Shipping handled 22,516,493 bushels of grain exports. Two vessels carried screenings for Eastern Canada, two tankers discharged 32,747 tons of fuel.

SPACE CRAFT

Probably the most exciting thing to come to Churchill, and which holds much promise to the Bay Route and Manitoba, is Spaceport Canada. This is a private venture financed by Akjuit, a Manitoba based firm with finances coming from the residents of Churchill, Northern Manitoba, Aboriginal sources. This is a civilian project whose Chairman is Winnipeg's Mr. George Richardson and President Ms. Siobhan Mullen.

Spaceport Canada will be used by the telecommunication industry to launch small networks of "constellations" of low polar orbit.

During its operation the Churchill Rocket Range fired over 3,100 rockets and is admirably located for its new role as the telecommunications industry shifts from big heavy satellites in orbit 22,000 miles above the earth to low cost satellites stationed only above the north.

Preliminary study and planning is now being done. Site preparation to start in June, followed by first firing late in 1994, with the project to be in full operation in 1996.

AT LAST THE NORTH

Exciting things are happening in Northern Manitoba and in the Keewatin of the North West Territories, which should be of great value to Churchill and the north-south transportation network.

The Golden Boy atop of the dome of the Manitoba Legislative Buildings faces North. So it was appropriate for the Deputy Premier of Manitoba, Hon. James Downey and Minister of Industry, Trade and Commerce to travel north with two other Manitoba cabinet ministers and officials to Rankin Inlet, a growing centre in the North West Territories on Hudson Bay. They met February 1st, 1994 with the government leader of the North West Territories, Hon. Nellie Cournoya and Mr. John Todd from Federal Northern Affairs and officials to discuss increasing communications and economic development between Manitoba and the Territories.

It appears that there is going to be a lot of development in the territories and

much greater commerce through Churchill by increased barge and ship service and by road - first a winter road and then a highway from Churchill. Import cargoes could come from mines in the territories south through Churchill for smelting at Flin Flon or Thompson.

Churchill has so much history, so much for nature lovers, with polar bears always a sure attraction. There is a big potential for tourism on land or by sea. Cruise ships began visiting Churchill in 1988. Last year cruise ships "Hanseatic" and "Polaris" handled 411 cruise passengers.

IN CONCLUSION

East-West, North-South and up into the skies. trade possibilities exist in all directions outreaching from Churchill. Possibilities for import, export and tourism abound. But it will take people of vision to maximize the potential that exists through the Port of Churchill. People of vision for whom the rewards will be great.