

measure. I do not think, therefore, that the rejection of that Bill should be charged to partisanship on the part of the Senate.

The hon. member from Halifax has spoken about Port Nelson. How often have I been on my feet in this House to warn this Government and the former Government against going to Port Nelson. I say the adoption of Port Nelson as the terminus of the Hudson Bay railway is evidence of unpardonable neglect on the part of this Government at any rate. The late Government might not have had all the information, but a return for which I asked, when brought down the first session that the present Government was in power, showed the unsuitability of Port Nelson as a terminus for the Hudson Bay railway. I asked for a return showing the depth of water at Port Nelson one mile from the shore, two miles out, three miles out up to twenty miles. The information supplied was that at a distance of sixteen miles from shore there were only seventeen feet of water. I ask any one who has the slightest knowledge of navigation if any ship could live sixteen miles from shore with a sweep of a thousand miles of water. Why, with the large swell that rolls up there, the ship would not hold on its anchors. I always thought the present Minister of Railways, the Hon. Mr. Cochrane, though not gifted with eloquence, was a business man and had sound commonsense. I know he had large business interests in northern Ontario and had been successful as a business man and I thought he would manage his department in a business like way. But I have been disappointed. Gross mismanagement has been shown in the selection of Port Nelson. One ship was wrecked and another was thrown on the coast and is there to-day. The Government must have some good friends in Halifax. They bought a tug there—just one tug to lighter ten or twelve vessels. That tug has to run out ten or twelve miles to get a small load and could only go when it was calm. When there is wind the tug cannot go. The vessel was bought, I suppose, from a good friend of the Administration. It has a speed about equal to the current at the mouth of the Nelson river, so that she cannot ascend the river against the current with its tow, and has to wait for the incoming tide. It certainly was a scandal to buy such a boat for that service. One ship was chartered to take timber to the Hudson Bay. The Government gave a bonus of

\$35,000—so I learned from reports in the press—and then \$200 a day for the use of the ship while she was there. That vessel passed through Hudson straits and entered Hudson bay and swung on her anchor all summer at \$200 a day, because this incompetent Government had not even thought that when the ship arrived at destination they would have to unload her. Never before has there been such mismanagement and such a waste of public money. I hope we will be able to get in this House the information which will show the mismanagement which has taken place. Provisions were put on shore and covered with tarpaulin; other supplies were left out in the open, and the men who were employed there were glad to come back with the last ship that came out—those who could come back—some of them dissatisfied with the way they had been treated. No shelter had been provided for them. But what good would it be to erect shelter there? The banks of the Nelson river near its mouth are very low, at most five or six feet above high tide, and when the north wind blows the shore is often flooded. It is nothing but a swamp, and is no place for a harbour. The Government have, in the Department of the Interior, the Surveyor General, Capt. Deville, a man well posted on the geography of the country. Why did they not consult him? Last year I told the Government to ask their own surveyors if they wanted to know what sort of a harbour Port Nelson would make. Notwithstanding that, they chartered ships and sent them there, never making any provision for unloading them. Some very expensive lumber had to be thrown overboard to save one ship and the timber that was in the hold of the vessel came back and was unloaded at the wharf in Sydney. I intend to make an inquiry for information; I do not know if we can get it, because sometimes it takes a long time to get returns in this House. I will ask how many vessels have been sent out and how much money has been squandered just because the Government would not take heed when they were warned. What I say now is within the hearing of the minister. I see him smile, but he knows I am only repeating what I said last year and the year before. To-day I am sorry to say I have the satisfaction of saying 'I told the Government so.'

The hon. leader of the Government reminded me to-day of the good old Tory Party when he made his speech. He was bubbling over with loyalty. I never heard him better on loyalty than he was to-day.