

federation, of the Ancient Colony. It is only by establishing a line of steamships between Sydney harbour and St. Johns that it can be done. Since I last spoke upon this matter I have been told that the Government is likely to do that, and I would say that the sooner they do it the sooner they will have done a fine work for Canada and for Newfoundland and will have taken one step at least in the direction of the Confederation of British North America.

Now I come to the question of the Hudson Bay railway. I know perfectly well that it is not as popular a question to deal with as the unification of British North America. I know it cannot be, because I am absolutely incapable of defending the Hudson Bay project as far as it has gone. People living out in the Northwest and not understanding the conditions as they are on the Atlantic seaboard, are not the best judges. They often look at a map. Quebec is shown in one colour, Ontario in another, and so on; the water is always blue on the map, but it is not always blue when you get into a ship. Hudson bay presents the most difficult piece of navigation on this entire hemisphere from the north to the south pole and from the meridian that passes through Greenwich right around the world and back to Greenwich again. We have photographs down in our country, and if any one questions it he can come right down to Nova Scotia and see them in the Nova Scotia Steel and Coal Company's office. At North Sydney, we have a ship called the Bonaventure. That ship was built purposely as a trading ship and to be used in the winter on the sealing grounds. She was built for navigation in high latitudes, and she is shown in a photograph in the Hudson's bay at the entrance to James bay. There she is on the 12th of August according to a photographic picture. Her master was Captain Couch, a well-known Newfoundland commander. There she is, and in the ice she does not look like a ship at all but like a jolly boat. Are you going to ship your wheat through that ice? Do you wheat growers of the West think it is reasonable to ask this country to expend millions of dollars to build a railroad from Le Pas to the Hudson bay, there to put your wheat on board of ships—if you can get them at the bay, and I do not believe you can—but granted you could get them there, are you going to send your wheat to Hudson bay and put it on board ships that are not able to take it out? These are the conditions. Remember, when you see the

blue on the map that blue does not always represent water. Icebergs may be there, floating ice may be there, and you have to go many degrees north of that before you get out of Hudson strait. And when you get to Hudson strait, no matter what day of the year it may be—I care not what day it is—you have to hug the shore on the north when the ice is on the south side of the strait, and when the ice is on the north shore of the strait then you have to hug the southern shore. Do you suppose for one moment that Lloyds or any other insurance company in the world, is going to give insurance to the average steamer capable of carrying wheat across the ocean? Do you suppose for one moment they are going to insure those ships? Yes, they might if you gave them a fifty-fifty agreement on it. In that case they might take even chances with you, but in the long run you will find they will not do it with the class of ships that carry wheat. They may do it with ships like the Bonaventure and the Bruce, and other vessels of that kind, but they will not insure such ships as would make it profitable for the wheat growers of the West to ship their wheat by way of Hudson bay. I say therefore that if the Minister of Railways should, right here and now, put his foot down and declare, "No more money for Hudson bay," I will stand behind him and I will say, "Hear, hear."

Mr. SINCLAIR (Queen's, P.E.I.): Before the minister replies I want to say a word or two regarding this important matter of transportation. I would have spoken earlier in the evening but many members, from different parts of Canada, were anxious to put themselves on record, and I held back in order to allow them to do so. Now I want to support the hon. member from King's (Mr. McIsaac) who dealt so eloquently upon the transportation problem as it affects the province which we both represent here. In the past the maintenance of communication between Prince Edward Island and the mainland has been an open sore as between the people of our province and the Dominion Government. I do not wish to detain the committee by rehearsing the various stages through which this question has passed since we entered Confederation; but I think it is always opportune to remind hon. gentlemen that when we did so, it was with the explicit and straight agreement that continuous steam communication should be kept up between the island of Prince Edward and the mainland. The efforts of the