

of any other part of the Dominion of Canada. I do not desire even to attempt to minimize the greatness of those prospects. As a matter of fact, who are the ones that have minimized them? Has it not been the representatives of the county of Inverness themselves? I remember very well, and I think every one in Nova Scotia remembers, the session of the local House, when myself and my colleague from Cape Breton brought about the investigation into the Port Hood coal mine, and the representatives of Inverness county were the men that stood behind the Government and behind the Government experts—God save the mark!—when they tried to prove that the Port Hood mine had been flooded from the Atlantic ocean and was no longer any good. Every mining expert in Nova Scotia, when the report was issued, laughed at it, and those who did not laugh said they wondered that any mining expert would risk his reputation in signing the report that was made. So that if this Government or if this Government's predecessor has not treated the mines of Inverness as the commonalty of Inverness would wish, who is to blame? Why, no one but the representatives of Inverness, the friends of my hon. friend, and the present local government of Nova Scotia. I was there throughout the whole of the investigation and I know all about it. The Port Hood mines and the Mabou mines are on record in Nova Scotia, and if that record has been sullied so that they cannot float bonds or stocks or anything else in the markets of the world then Inverness has Inverness to blame; and a share of that blame falls to the present government of Nova Scotia and its inexpert and incapable mining officials. Go into Nova Scotia, and any little school boy will tell you about the mines of Inverness. They all know them; they know them from the records of their own representatives in Parliament; they know them from the records of the present local government of Nova Scotia; they know them from the debates of the Parliament of Nova Scotia,—all at their own instigation, for their own political aggrandizement. And if to-day Inverness suffers she suffers at the hands of her own Grit politicians. Now, there is no need for me to follow this very much further; I have placed the plain blunt facts before the country. Had I been representing Inverness, I would never have gone, for the sake of political aggrandizement, so far as to ruin the name of the coal deposits of that place and bring them into disrepute before the world as has been done by the ward healers of Inverness.

[Mr. Butte.]

The hon. member for Cape Breton (Mr. McKenzie) has spoken about the Newfoundland problem. The Newfoundland problem is as clear as the noonday sun. One of the things that I have thought about for years is the rounding out of British North America by bringing into Confederation the colony of Newfoundland. The only way of doing that is by the largest kind of encouragement in trade matters between Canada and Newfoundland. For a number of years—in fact for as long as I can remember—there has been little encouragement. The Newfoundland people extended a road away into the wilderness from Port au Basque and again out of the wilderness to St. Johns and Placentia. The result was that trade could not flourish. It was a narrow gauge road and cars have been known in the month of November to be blown off the rails. That may seem to be a laughable expression but it is absolutely true. In the last winter commercial men were known to be compelled to leave the trains and to trek it over the snowbanks where the railway was absolutely buried to a depth of from 13 to 15 feet and walk between fifty and sixty miles to Port au Basque to get the boat to take them to Sydney harbour, there to connect with the Intercolonial railway. That is a matter of absolute record; it is true. We must encourage trade with Newfoundland in the hope that in the near future, or even in the distant future, Newfoundland may find it to her advantage, and we may find it to our advantage, to round out the Confederation and make a perfect and complete British North America.

The only way in the world to do that is to cut out the Reid-Newfoundland company absolutely. The Reid-Newfoundland company had two nice boats when the war broke out. They had the second Bruce and another—two absolutely beautiful boats, designed and built purposely for navigation in the high latitudes of the North Atlantic and capable of going through any amount of ice that the North Atlantic, within reasonable limits, knows. The Reid-Newfoundland company, in their selfishness, as soon as the war broke out and they found they were able to make a large profit on these boats, sold them to the Russian Government, delivered them at Archangel and left this traffic between Canada and Newfoundland to go to the bow-wows. Such a concern as that is not safe for us to deal with, and therefore I say Canada should endeavour to bring about what many Canadians dream of as being the consummation of Confederation, the annexation, or coming into Con-