

that kind being done here. His argument was a palpable inconsistency.

Mr. FRASER. As to building ships and building everything else in Canada that we can build, I do not think that there are any two opinions in this House. Both sides would be united with regard to building ships or anything else in Canada so long as we could do it, but I firmly believe that this ship that was built two or three years ago could not be duplicated in Canada. At least, I don't think she could, and I am only giving my own opinion on that matter for what it is worth. If the government should decide to build a new ship in Canada I would be only too glad of it, and on that point I do not think there is any difference of opinion. Perhaps the government will build a ship in Canada, and if she is finished on the basis of this 10 per cent, I think that perhaps there would be as much criticism of her as there was in this case. However, I can say that if the members of this committee had crossed in that boat on the 18th day of this month they would at once come to the conclusion that the 'Earl Grey' is to-day one of the finest ships for such a service on the North American continent, if not in the world. As to the capability and qualification of Captain Brown, there are no two questions; I have already spoken of his high qualities in this House, and I need say no more. He is a careful, efficient, and good commander, and no one can say a word against him. The people living in this inland country can hardly realize what winter navigation down there is, and what the responsibilities of the captains of these ships. Only a week ago the good ship 'Bruce,' plying between Nova Scotia, Cape Breton and Newfoundland, went on the rocks, and out of 150 passengers only two were lost, which was a tribute to the fitness of the officers of that vessel for their command. I think the department realizes, although a great many people who live in this part of Canada do not realize, the dangers and hardships of winter navigation in the Gulf of St. Lawrence. There are a number of ice-breakers on the River St. Lawrence engaged in breaking ice so as to hasten the opening of navigation, to let the mercantile people get their goods in and out at an earlier date than otherwise would be the case, and if I am not mistaken this vote is largely intended for that service.

Mr. BARNARD. What proportion of this vote does the minister purpose spending on the British Columbia west coast trail this year?

Mr. BRODEUR. The estimated amount is \$30,000.

Mr. BARNARD. What distance of trail does the minister intend to build for that?

Mr. SPROULE.

Mr. BRODEUR. The matter is under the consideration of the engineer.

Mr. BARNARD. When the engineer gives an estimate of \$30,000, does he not know what he expects to do with the money?

Mr. BRODEUR. The assistant engineer has been investigating this question in the west and he has only just returned and has not made his report.

Mr. BARNARD. What length of trail has been built?

Mr. BRODEUR. Fifteen miles.

Mr. BARNARD. Is it a road or just a trail?

Mr. BRODEUR. It is a pretty good road, wide enough for a horse and cart to travel.

Mr. BARNARD. What is the total cost to date?

Mr. BRODEUR. \$150,000.

Mr. BARNARD. The object of the trail is for life-saving purposes along the coast?

Mr. BRODEUR. Yes.

Mr. BARNARD. What is the full length of coast line that requires this trail and between what points will it be finally built?

Mr. BRODEUR. The hon. gentleman remembers the circumstances under which the west coast trail was undertaken. Some years ago a shipping fatality disaster occurred, and petitions were sent asking for the building of this trail so that succour might be sent to ships in distress. We thought at the time that this request represented the unanimous opinion of the people.

Mr. BARNARD. So it did.

Mr. BRODEUR. And that it is still unanimous?

Mr. BARNARD. I may say for the information of the minister, that the only reluctant party in the matter was the Dominion government, which asked the provincial government to do this work although it was none of their business.

Mr. BRODEUR. The question arose as to whether the provincial government should not do something, and so far the provincial government has not subscribed. This road is considered as an aid to navigation.

Mr. BARNARD. Then why should the provincial government be asked to assist?

Mr. BRODEUR. Because some day the road would doubtless be used for general traffic. The provincial government refused to assist, and we had to do it ourselves. I hope that some day the provincial government will at least give us the land on which the trail has been constructed.