a Parliamentary committee—in fact, he was a member of the House of Commons and had been unseated. During the time he was in the House he asked for a committee, and the committee was granted. This was the evidence of Dr. John Jenkins, an intelligent man, who had seen not a little of the world elsewhere than in Prince Edward Island. He had been amongst the first men in the local House of Assembly to enquire into this matter of winter communication, and he was accordingly called as a witness before the Parliamentary committee. I will first give his opinion with regard to the ice. He would not take it for granted that the ice which we generally find our way over in the winter was anything like as thick or as heavy as it had been represented. He says that men travelling over pan ice and their boats following them, with little effort, can form a very inadequate idea of the thickness of the ice. Unless a special examination were made and recorded he would not take it that the pan ice was too formidaable to be overcome by a steamship properly constructed. After having cleared away the formidable character of the ice that had been anticipated, he says with regard to a steamship passage of the Straits:

"Therefore, I think if we are ever to acquire daily communication between the Island and the mainland in winter, it will be by having a steamer built solely for the purpose, and for no other. I think it would be well for the committee to divest their minds of any opinion they may have formed as to the capability of the steamer, and not to judge the steamer of the future by the performances of those of the past or present; because I consider a steamer can be built that will just as far outstrip the performances of the "Northern Light," as the magnificent Cunard steamers which now cross the Atlantic surpass the little steamer that half a century ago passed down the Clyde for the first time."

Now, I think if Dr. Jenkins was here we should be able to offer him our congratulations on his foresight in making that statement. I agreed with him myself, and have often expressed my sentiment in this House, and I think before that committee, that I trusted to the progress of inventive science to overcome a great many of the difficulties we had to encounter. At that time the project of the hon. gentleman from Alberton for a subway was scarcely known—at all events, it was not very much thought of, and we still trusted to the possibility of navigating those straits by steam. I will just trouble the House with a statement which I took from the New York *Daily Graphic* at the time it appeared, in April, 1888. It was just at the time the steamer "St. Ignace" was about to make her first trip, and her work was to be done at the Straits of Mackinaw, with a view to keeping open communication between two railway termini, where it was found that ordinary steamers had their powers taxed too severely in breaking the pan ice. It must be observed that this fresh water ice is very much harder and more difficult to deal with than salt water ice, apart from the question of the tides. The article states:

"Ever since the construction of the Detroit, Mackinac and Marquette Railroad, which brings into closer commercial union the upper and lower peninsulas of Mackinac, the problem of a winter crossing at the Straits of Mackinac has given railway men and marine engineers a great deal to think about. Crossing with teams was at first the only method, but it was fraught with much danger and discomfort. A few years ago the steamer "Algoma" was constructed to force a passage through the ice, but although she did satisfactory work in thin ice, the heavy 'windrows,' piled up by late autumn gales, proved to much for her powers. These 'windrows' are formed of broken ice piled one lump above another, until the mass reached to a depth of twenty feet under the surface, and often as high above the level of the water. It often happens that these masses ground near the shore, and it is impossible to effect a passage through them. * * * The new steamer "St. Ignace" a picture of which is presented in the *Graphic* of to-day (6th April, 1888) has been built to overcome the 'windrow' difficulty. In addition to the usual propelling engine and screw at the stern, she is furnished with a heavy propellor at the bow, about six feet below the surface. It is expected that the forward screw will enable her to tear a passage through the 'windrows;' it will lessen the lumps of ice which will be carried aft by the current and forced action of the propelling engine. Each screw is driven by an independent engine of great power, and the whole steamer is constructed in the strongest possible manner. She is 235 feet long, 52 feet beam, and 25 feet deep, and will carry ten freight or eight passenger cars, half the number on each side of a thin cabin situated amidships. The steamer leaves Detroit in a few days for Mackinac, and her success or failure will be watched with much interest by marine men."

I subsequently saw, and I think on a former occasion I read, an account to this House of her first performance, which was eminently successful. I cannot say what kind of success she has met since, but the first experiment clearly demonstrates the accuracy of Dr. Jenkin's estimate when he says that the steamer of the future is likely to far excel the best of the steamers that we have to-day. I remember also that in the course of the evidence which I think is to be found in my own memorial, that I certainly did not think it incumbent upon me to expect that a member of the Government holding the position of Minister of Marine should be competent in his own person to deal with every contingency