

world for the remaining nine months? They will be handicapped by the fact that their cost is practically double that of competing vessels of the same tonnage, and the result is obvious.

Then comes the question of insurance. The insurance out of the bay will certainly be double what it is out of the ports of New York, Baltimore, Philadelphia, Halifax, St. John and Quebec. Then there is the question of duplication of rolling stock to maintain this road in operation for a limited period. I am not going to go into that question more fully, because I think the House is rather tired of this argument. But I want in all seriousness to make a proposition to the minister which I think is reasonable, practicable and one which I hope will commend itself to him and to the House. From the utterances of the minister to-day I take it that he wishes to gang warily, to ca' canny, to make sure and so make no great mistakes. I would remind the minister, although it may be unnecessary, that reputations have already been lost in connection with this enterprise.

The minister has twenty or twenty-two Canadian merchant marine steamers of about 5,400 tons net register or 8,000 tons dead weight capacity. He will require at Port Nelson a considerable quantity of coal if he goes on with this enterprise, as I believe he fully intends doing. I propose to him that beginning in July of this present year he divert ten of these vessels—because they are just the size vessels he speaks of using in that trade—load them with coal in Nova Scotia and send them up. Such a fleet of ten steamers will carry 70,000 or 80,000 tons of coal, and he will need the coal for his port development. I am aware that he has no docks at which to discharge the coal, but that makes no great difference; let him throw the coal overboard.

Some hon. MEMBERS: Oh, oh.

Mr. CANTLEY: Do not laugh; he who laughs last laughs best. I am making a serious proposition, and an entirely practical one, and I leave it to the minister or any man with a knowledge of the subject whether or not it is practical. He can have those ships discharge that coal over the side, and he can dredge it up with a clam shell or dipper dredge as he requires it. Coal stored under water loses none of its value. This proposal is practical, for I claim to be a practical man. Let him send these boats there beginning in July ensuing, next month; they will return light, but he will get his coal there and at a lower cost than is otherwise possible,

[Mr. Cantley.]

and if he is able to get the ten boats out safely next fall without accident, I will cease my opposition to the scheme.

Mr. DUNNING: I shall be very glad to have the suggestion made by the hon. member for Pictou (Mr. Cantley) examined, and to give it consideration.

Mr. CANTLEY: Thank you.

Mr. KENNEDY (Winnipeg): Mr. Chairman—

Mr. MILLAR: Mr. Chairman—

The CHAIRMAN: I saw the hon. member for Winnipeg South Centre (Mr. Kennedy) first.

Mr. MILLAR: This is the third time I have attempted to speak to-night, Mr. Chairman.

The CHAIRMAN: I saw the hon. member for Winnipeg South Centre first.

Mr. KENNEDY (Winnipeg): The situation in regard to the Hudson Bay railway as it stands to-night is briefly this. The projected line extends from the townsite of Le Pas northward to Hudson bay, a total distance of 426 miles. Already the 426 miles have been graded from Le Pas to tidewater. Of that distance the steel has been laid upon 334 miles.

Mr. DUNNING: For 332 miles.

Mr. KENNEDY (Winnipeg): The minister says 332 miles. It requires to be laid on 92 miles more, which 92 miles is graded, to finish it. There have been expended in moneys on that railway to date approximately, including upkeep, \$20,000,000. There have been expended in the matter of materials and equipment stored at the bay itself several millions of dollars. That railroad has been promised to Canada by prominent men of every political party who have held the reins of government in this country ever since confederation, and the question now is: Will we finish a railway that is in that condition, or will we let it rot? So far as I am concerned, I am for finishing the railway with all despatch.

This is not a party question, Mr. Chairman. I must say that the Winnipeg Free Press has been a bit unfair in endeavouring to inject a little politics and propaganda into this question. In last Saturday's issue it calls attention to the fact that when the question of the Hudson bay estimate came up in this House on Friday for consideration, it was stood over at the instance of the acting leader of the opposition, the hon. member for West York (Sir Henry Drayton) and it intimated that the