

They have gone twenty million dollars better.

There is not a word said, either, about what the Montreal Gazette calls that "mad scheme," the Hudson Bay railway. In the old days, when other railways were being built, the Speech from the Throne would always refer with pleasure to the good progress that was being made. Not a word about the Hudson Bay railway!

And very little about shipbuilding. I commend the Government upon the shipbuilding programme. That is a good programme—a splendid thing, and I sincerely regret the illness of the present Minister of Marine and Fisheries, Hon. Mr. Ballantyne. He appears to be the only one, of all those who entered the Unionist camp from our side, who has carried with him his policy, that of building a Canadian navy. It is a good thing. We talk about the transportation of our produce. The honourable gentleman from Simcoe (Hon. Mr. Bennett) says that there is a lack of ships in the harbour of Montreal at times, and that a great deal of our trade is diverted towards Buffalo and New York because of that lack. Now we are to have ships. The honourable gentleman said in one part of his speech that the total crop of the Northwest was about two hundred million bushels and that about one hundred millions were consumed in the country and used for seed, and that the rest, namely, one hundred million bushels, was for export. Now, when he divides that one hundred millions, it grows considerably, for he says that fifty millions went to the port of Montreal and one hundred and seventy-nine millions went by way of Buffalo—unless he is wrongly reported.

Hon. Mr. BENNETT: That was in the two years.

Hon. Mr. CASGRAIN: In two years? The honourable gentleman's speech does not say two years. There is where the difficulty is. That makes it right. There is nothing like having good explanations.

Let us hope, honourable gentlemen, that the Hon. Mr. Ballantyne will be able to continue the good work he is doing in shipbuilding. When ministers do well they are commended even by the press of the opposite side. I will not weary the House by reading extracts, but here are articles after articles on the subject. "Une Marine Marchande Canadienne"—"A Canadian Merchant Marine"—is the heading of an article in *Le Canada*, the organ of the Liberal party, praising the Hon. Mr. Ballantyne.

Hon. Mr. CASGRAIN.

Here is another: "Une Marine Canadienne"—"A Canadian Navy." And there are many others. They wish more power to his elbow; they state that he is doing well, that these ships will all be needed, and so on. I am glad that it was the Liberal policy, and am pleased to see that Hon. Mr. Ballantyne has lived up to it. In this House in April, 1910, I had the honour of saying with reference to the Canadian navy:

Canada is eminently well situated for naval construction. In Nova Scotia we have immense coal deposits, and, thanks to the fostering policy of the present Government, we now manufacture in Nova Scotia and Cape Breton the very best steel, and it was suggested to me only a few months ago, that in order that we may have a navy and ships with the most efficient type of armour plate it should be smelted by electricity. That would be feasible in this country, when we remember there are twenty-five millions of hydraulic horse-power in Canada, of which 17,000,000 horse-power are in Quebec. We have an indispensable alloy for making steel plates in Canada. Canada possesses and supplies almost the entire world with the most valuable alloy, nickel. Nowhere else can nickel be found in any quantity except in New Caledonia, a French possession, and there the production of the metal is very small.

That was in 1910.

It is needless to say that in time of war the export of nickel would be prohibited.

I am sorry to say it was not, and, as it was not prohibited, the German submarine Deutschland was able, as we know, to carry many, many tons of nickel to Germany. The Germans were able to obtain a good deal from Canada, and I think it was criminal on the part of those at the head of affairs to allow that nickel to go out at all.

—and unless hostile nations could obtain nickel from New Caledonia, they would have to do without it.

As New Caledonia belongs to France, Germany would never have got any nickel there.

One does not need to be a metallurgist to know that there is no substitute for nickel in the manufacture of armour plate.

Let us hope that our shipyards will soon be converted into modern establishments, where merchant vessels can be built and ships under the British flag plying on the seven seas will carry the golden grain of our immense wheat fields, ground into the finest quality of flour, and that our illimitable forests of soft wood may be worked into excellent paper.

The policy of shipbuilding is a good one and I hope that the Government will continue building ships and employing labour in that way. At the present time the Dominion Iron and Steel Company are establishing in Cape Breton a huge plant for