

HON. MR. READ—Now that the difficulty between the hon. gentleman from Halifax and the members from the Province of Quebec is settled, permit me to say that this Bill has my hearty co-operation. I think the Government are acting wisely in trying to establish a steamship service between this country and Australasia, that a trade may spring up between us which has not existed up to the present time, by having a line on the Pacific, because our great North-West will produce directly large quantities of produce which will find an outlet on the Pacific when those facilities are afforded for which this Bill provides. I notice by the papers that certain products of this country have been shipped to China and have been favorably disposed of there. We are able to produce largely the articles that I refer to, and will have a market of four hundred millions of people, which we could not half supply. Japan is becoming, I might say, Americanized in the habits and in the mode of living of its people. In that country they do not consume animal food in proportion to their population, or to the same extent as it is consumed in America, but if the Japanese begin to dress as Americans do, and live as Americans do, there is no doubt they will consume largely such products as we can send to them by this line of steamships. Coming down to the third clause of the Bill, it provides for a fast steamship service between Canada and the United Kingdom, making connection with a French port. It can be done easily. It can be done with the same vessels. I look forward to London being the ultimate destination of this steamship line, and not Liverpool; the steamers will touch at Southampton and go over to France. London will receive a large proportion of the freight that these steamers will take over from this country, especially food supplies, for those Englishmen are great eaters—they have four meals a day and a supper at night, and provisions from Canada will be delivered by this line direct to the consumers in good condition. If Anderson & Anderson are the contractors who are to perform this service they will make London their terminus. However, that is merely a speculation on my part. I congratulate the Government on having pre-

sent such a Bill for our consideration, and I will give it my hearty support, believing that we should keep abreast of the times. We need not be at all afraid of an expenditure like this. If Canada forty years ago could afford to grant \$400,000 a year for a steamship service, surely \$500,000 a year now, after Confederation, and after forty years of increase in wealth and population, will not be a burden on the people. Nothing conduced more to the prosperity of the country than the subsidies we granted to the Allan Line.

HON. MR. DRUMMOND—I need scarcely say that I approve heartily of the subsidies which are proposed to be granted for these services. It is perfectly unnecessary to renew the reasons why I so thoroughly approve of them, because they have been stated sufficiently and admirably by the hon. gentlemen who have preceded me. I only rise to point out that the last clause in the subsidy proposed to be given in the English version of the Bill does not at all bear the construction that one would put upon the French version of the Bill—that the steamers shall proceed either before or after reaching their terminal port to France. It seems to me that communication with the French port is simply a question of money.

HON. MR. POWER—The hon. gentleman will see that we are bound by the French version where there is a doubt as to the meaning of this Bill.

HON. MR. MILLER—Not at all.

HON. MR. DRUMMOND—I think the hon. gentleman from Montarville has wisely directed the attention of the Government to the discrepancy between the French and English versions of the Bill. If the language of the English version means anything it seems to me that the service between the terminal point in England and a port in France might be performed by a tributary line of steamships, and hon. gentlemen will readily conceive that the contractor who tenders for this service will, at the same time, be bound to consider the effect of having the service done in the steamships of their line. Steamers which are capable of being termed, in the modern phraseology,