

printing, and the adoption of this report does not prevent the House from recommending the Department to print this document.

HON. MR. DEBOUCHERVILLE—If we referred the report back to the House of Commons somebody might rise there and say: "We have already decided that this document shall not be printed;" whereas, by adopting my motion the document will be printed by the Department and the expense will be no greater, because it has to be borne by the Government, whether it is printed by Parliament or by the Department.

The motion was agreed to.

HON. MR. DEBOUCHERVILLE—I move that an Address be presented to His Excellency the Governor in Council, praying that His Excellency will be pleased to cause the report on the floods of the St. Lawrence at Montreal to be printed, with the plans and diagrams thereto attached.

The motion was agreed to.

THE BOUNDARIES OF THE PROVINCE OF ONTARIO.

MOTION.

The Order of the Day being called for—

Consideration of Message from House of Commons with Address to Her Majesty *re* the westerly, northerly and easterly boundaries of the Province of Ontario.—(Hon. Mr. Abbott).

HON. MR. ABBOTT moved that this House do agree with the House of Commons in the said Address by filling up the blank therein with the words "Senate and."

The motion was agreed to.

HON. MR. ABBOTT moved that the Speaker do sign the said Address on behalf of this House.

The motion was agreed to.

OCEAN STEAMSHIP SUBSIDIES BILL.

SECOND AND THIRD READINGS.

HON. MR. ABBOTT moved the second reading of Bill (144), "An Act relating to Ocean Steamship Subsidies." He said: This is a subject with which, no doubt,

every member of this House is familiar. It is a Bill introduced for the purpose of carrying out the policy of the Government with respect to the improvement of our means of communication with distant countries, and it comprises proposals for three subsidies—one for a fortnightly service between British Columbia and the Australian Colonies and New Zealand, for a term of years not exceeding ten, for a subsidy not to exceed £25,000 per annum, but with the option to the Government, if they are not able to secure a fortnightly service, to make a monthly service for a subsidy in proportion to the grant for the fortnightly service. The second proposition is to establish a fortnightly steamship service between British Columbia and China and Japan, for a subsidy not to exceed £25,000 per annum, or if they do not succeed in establishing a fortnightly service, then for a monthly service, for a subsidy not exceeding £15,000 per annum. But this assistance is proposed to be given on condition that the Government of the United Kingdom grants a subsidy of not less than £45,000 for a monthly service, and not less than £70,000 for a fortnightly service. The third proposal is for the performance of a fast weekly steamship service between Canada and the United Kingdom, making connection with a French port, for a subsidy not exceeding \$500,000 a year. Every hon. gentleman understands the importance of these propositions as well as I do, and I content myself by moving that the Bill be now read a second time.

HON. MR. McINNES (B.C.)—I would like to ask the leader of the Government why the sum proposed to be granted to those lines of steamers is put down in the first two clauses of the Bill in pounds, instead of dollars, while in the last clause it is in dollars? I thought we had outgrown the pounds, shillings and pence system.

HON. MR. ABBOTT—I presume, as regards the second clause, it is because it is intended to be a joint subsidy with England, and it is more convenient to state the subsidy in pounds than in dollars, and I presume that there was some hope of assistance in the same way for the first