

the contract that those steamers are to make some port of Canada their terminal port, on this side of the Atlantic all the year round, and that they will not in the future, as they have in the past, have to go to a United States port. I should like to have a definite statement from the Premier on that point.

Hon. Sir MACKENZIE BOWELL—I do not propose to discuss the trade policy but I confess that I am surprised at one remark made by the hon. member from Kennebec, that an eighteen knot steamer would be sufficient for Canada at the present time. In my opinion, there is nothing sufficient for Canada that is not equal to, or will surpass if possible, the greyhounds that ply between New York and Europe. Without that, it would be to my mind an absolute waste of money to give half a million or even \$100,000 for an eighteen knot steamer. The tendency of the age is to travel rapidly, and whichever route will give the quickest and best facilities for reaching the markets of Europe, is the route that will be taken by those who are engaged in trade. The hon. gentleman did say—and if we had no ambition beyond that it would be unanswerable—that an 18-knot steamer could reach a Canadian port in the same time that a 21-knot steamer could reach New York, both departing from the same port in England at the same time. What we desire, in asking Parliament to make so large an appropriation, is to put a line of steamers upon the Atlantic to ply between Europe and a Canadian port, which will save from 24 to 48 hours in the journey between Europe and the Canadian port, and save much more time in reaching the great western cities, such as Chicago and Cincinnati. We hope to divert trade to our own ports in that way. If we want evidence of the advantage of spending a large amount of money in procuring the very best possible means of transit, we have it in the debt which this country has incurred in aiding the construction of the Canadian Pacific Railway. We have now a line from the Atlantic to the Pacific which is competing with all the great transcontinental routes in the United States, and so keenly have the people in San Francisco and the different ports along the Pacific Coast felt the effects of the diversion of trade to that line, that they are actually doing all they possibly can with their legislatures and with their public men to pass

acts to hamper and deprive us of the advantages which the geographical position of Canada brings. I know my hon. friend is one of the most enterprising men we have in this country and I supposed when he rose to speak that he was about to say that a twenty knot steamer was not fast enough. Perhaps I was led to that conclusion because it was my own opinion. I have been combating with my colleagues to have a steamer which will make twenty-two or twenty-three knots on her trial trip, which would ensure a twenty-one knot steamer on the whole route. That is an object that we have in view and I have come to the conclusion, from studying the diversion of trade from one port to another, that trade is attracted just in proportion to the facilities provided and I trust before the next parliament ceases to exist we will have a faster line between Europe and Canada than any that they have in the United States. I have come to the conclusion not to be surprised at anything which may occur in these days in science, in politics or in anything else. During my lifetime such an advance has been made in science, in the means of transporting goods from one part of the world to the other, in telegraphs, phonographs and steam machinery of all kinds as to lead one to the conclusion that we need not be surprised at anything which may occur. If I live five or six years longer, I expect to see as great an advance during that period as in any corresponding period in the past. I would not be surprised to see the United States having steamers running twenty-five knots an hour, and we would have to increase our subsidy so as not to be behind them. I would be in favour of keeping up with them, even if it costs us a great deal of money.

Hon. Mr. DE BOUCHERVILLE—I wish to correct a wrong impression. The hon. gentleman from La Vallière must have remarked, in moving the resolution, that the condition which he wished to impose in connection with the fast line has been provided for, and that the steamer will not be obliged to touch a French port.

Hon. Mr. ANGERS—My intention was to draw the attention of the government to the fact that if they remove that condition, the amount of the subsidy should be reduced from \$750,000 to \$700,000, so as to recoup