

discrimination as indicated and provided for in the late Bill in the matter of charging for postage between the different provinces? I hope not. We have a penny postage. Let it be absolute. Let us have no discrimination. Perhaps my hon. friend who sits opposite will be able to give that information when he rises to address the House. I have occupied the time of the House much longer than I intended doing. I have run over in as cursory a manner as possible the different points referred to in the address. I congratulate the hon. gentleman opposite on preparing an address, with which no one could find fault. I never saw a longer address with less in it. There is no question about that.

Hon. Mr. LANDRY—Hear, hear.

Hon. Sir MACKENZIE BOWELL—What it is famous and notable for, is what it does not contain. Does the hon. gentleman tell us if there is any truth in the statement a few days ago in the papers—I hope it is true—that our astronomers had been making a survey of the boundary line between Canada and Alaska? If it be true it will be gratifying to every man—that is, that Skagway and Dyea and Pyramid Harbour are in Canada, and that we shall have the best possible inlet to the great gold fields of that section of the country exclusively through Canadian territory. I hope that that is true. That has been our contention. That, I think, is the contention of the hon. Minister of Justice, a gentleman who has given more attention and more study, I hesitate not to say, to the question of boundaries between Canada and the United States and Russia than any other man in Canada. If that be true the action of this House in its rejection of that Teslin Lake and Stikine railway route will have a justification stronger than ever.

Hon. Mr. LANDRY—Hear, hear.

Hon. Sir MACKENZIE BOWELL—There is also another omission to which I call the attention of the hon. gentleman, and I hope that he will be able to give us some information upon it. We have been endeavouring for a great number of years to have established what is termed a fast steam service between Canada and Great Britain, so as to be enabled to compete with the trade that is now carried from New York

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to Europe. We know that the merchants of Montreal, nearly all who are doing business with England at the present time, when time is of any consequence, go to the United States, and take the steamers there to go to England. What I have been looking for and hoping for, as most Canadians are hoping for, is that we should have a line by which we can successfully compete with those lines running from United States ports. But the late government, of which I was not a member at the time, had an agreement made with Canadians and their associates in the old country to establish a line of that character. The hon. gentlemen opposite thought they could make a better bargain. They annulled that of their predecessors, and entered into another arrangement with Petersen & Co., of England, at they boasted, some half a million less of a subsidy. I remember distinctly that when the premier was addressing a meeting of the board of trade in Toronto, he received—I will not say premeditated; that would be accusing him too much—he received a telegram announcing the fact that they had entered into an arrangement with Petersen & Co., by which they were to save half a million dollars in money in the contract, and, furthermore, that they had made a deposit as a guarantee of their bona fides in carrying it out. We know that another gentleman of the cabinet, who is a non-portfolio member—a gentleman of whom the hon. premier stated, in the eastern townships, when he was addressing a meeting there, that he had taken into his cabinet on account of his business ability, not for any other reason, although he was an old Tory. I suppose in adopting him he thought he must have some ability fitted for that part of the work. He has been gallivanting between Canada and England every year, once or twice, I think, since he has been in the government, and now he acknowledges the whole thing is a failure. When are we to have this line? When are his bottle-nosed, non-sinkable ships to be established between Canada and England? We know that is his beau ideal of what we should have, and perhaps that will come in the sweet by and by, but I hope the hon. gentlemen will not delay it any longer than they can possibly help—that is, unless they have changed their minds as to the necessity