

HON. MR. POWER—The contract does not say so. It says "capable" of running at that speed.

HON. MR. MACINNES (Burlington)—I understood that they were to have a line of steamers running at the rate of 18 to 20 knots an hour. I understand that a wealthy company has been formed for the purpose of establishing this service, with a capital of a couple of million of pounds sterling. It is for them to study the economy of running those steamers, whether they are going to carry freight or passengers. The object of the Government in securing a fast line of steamers is to make this a favorite route between Europe and Asia over our Pacific Railway. The hon. gentleman from Richmond hit the point exactly when he said the intention was to have a fast line of steamers to bring passengers across our continent, which, if it succeeds, will be a great benefit to our country. Travellers who otherwise would pass through the United States will pass through Canada, and will have an opportunity to see what sort of a country we have. There is no doubt a great deal of ignorance exists in Europe and elsewhere with reference to the great country which we possess in the North-West, and it is only those who have had the good fortune to see that country who can appreciate the value of that territory.

HON. MR. POWER—In view of the misconception of some of my language awhile ago, I hope the House will allow me to state just what I did say. I certainly did not intend at all to convey the idea that appears to be conveyed to the hon. gentleman opposite (Mr. Ross). My statement was that apparently the Government were under the impression that there might be some gentlemen from the Province of Quebec who were so void of reason as to suppose that the Province would be in any way benefited by the insertion of this provision with respect to these steamers calling at a port of France. The hon. gentleman seemed to think that was a serious reflection on the intelligence of the gentlemen of the Province of Quebec. I did not suppose there was any member from that Province who entertained that view. I thought the Government misapprehended

the amount of good sense that the gentlemen from Quebec had. My experience in this House has been that the representatives from the Province of Quebec are just as reasonable and have just as sound judgment as gentlemen from other Provinces; and that being the case, I did not suppose that anyone of them would be capable of thinking that their Province would derive any great benefit from the provision I have referred to. I stated that there was no trade between France and Canada—that we exported nothing to France. Looking at the last Trade and Navigation Returns I find that our exports to France last year were \$397,773. I find that as far back as 1873 there were exported \$631,000 to France; that in 1879 there was exported \$714,000; in 1880, \$812,000; and we have been coming down since 1882; when the exports were \$825,000, to last year, when they were only \$397,000, and that as compared with \$40,000,000 exported to England and \$42,500,000 to the United States. This is in the face of the fact that we had a line of steamers drawing a subsidy of \$60,000 a year for the purpose of developing trade with France, and that line had been in operation for several years. It is perfectly clear we have not a trade with France; and, as a matter of fact, the Province of Quebec is not benefited by putting a provision in the contract which ought not to be there.

HON. MR. KAULBACH—Scarcely a business man goes across the Atlantic that has not something to do with France in the way of business.

HON. MR. POWER—As my hon. friend has had a large business experience, I leave him to explain it to the House. This provision was inserted by the Government, acting under the impression that the people of Quebec and the gentlemen who represent Quebec in the two Chambers of the Legislature had not as much sense as they really have. Then, as to the hon. gentleman from Charlottetown (Mr. Carvell), when he rises to address the House he very often poses as a business ideal, and talks of men who do not happen to be merchants as being incapable of understanding business.