

principal owner and manager of the line, and has been running lines of steamers between the different Australian colonies for years.

Hon. Mr. POWER—That will not seriously modify the position.

Hon. Mr. BOWELL—It modifies it to this extent—the hon. gentleman stated that he was not a capitalist, but merely a private individual, intimating that he was simply a speculator.

Hon. Mr. POWER—With regard to the Australian line, our Government has given so generous a subsidy that I do not think a man needs much capital to run a line between Vancouver and Sydney.

Hon. Mr. BOWELL—It is quite evident that the hon. gentleman knows very little about it.

Hon. Mr. POWER—There is no difficulty in chartering steamers to do the work for that subsidy. Then there is another objection to that scheme, which I think is important. Enterprising Canadians have, after struggling with difficulties of various kinds for many years, succeeded in building up excellent lines of steamships. I think it is unfair to our own people and our own industries, when they have got things into a satisfactory condition—they have not attained perfection, but they have reached a reasonable degree of perfection—it is unfair to push them to one side and give those immense subsidies to outsiders. I think we could by a slight increase of the existing subsidy to the Allan line and the Dominion line obtain a service of sixteen or seventeen knots an hour which would better serve the purposes of all Canadians and more particularly of Canadian farmers than the proposed line. I find to my great disappointment and surprise that I have detained the House some ten minutes longer than I expected.

Hon. Mr. SMITH—How much a head would it be on the community per annum? Only 15 cents—that is all.

Hon. Mr. POWER—It just depends on how many are paying it.

Hon. Mr. KAULBACH—I am very much taken by surprise by the speech of my hon.

friend from Halifax. There is but one paragraph of the Address to which he has referred on which I agree with him, and that is with regard to the bankruptcy law. The evils of the last Bankruptcy Act were very great. In fact, it brought more injury on the commercial community than any act of the same character that was ever put on the statute-book. I agree with my hon. friend that the lawyers and assignees, and interim assignees pocketed the estates, and with the experience which the Government have had of the inefficiency of that Act, I hope they will be on their guard against repeating the evil. If they will give us a simple bankruptcy act, which will equitably dispose of the assets, and where the case is clear that through no fault of his own, but through misfortune, a man has been brought to bankruptcy, that in such case only shall the debtor have a discharge; the legislation would be acceptable and in the interest of the trade of this country, but if it goes beyond that, if it induces people of no means, without experience and without character, to embark in business in which they have everything to gain and nothing to lose, and lead to the slaughter of bankrupt stock on the market, destroying the enterprise of honest traders, then we had better do without a bankruptcy act altogether. I am very much surprised at my hon. friend's position with regard to the proposed fast steamship service. He must know that he is speaking for himself only, and that the people of the whole Maritime Provinces are in favour of it, and he knows, or will find out that all men of business, ability and energy, all who put country before party, go heartily in favour of that enterprise. The Government has been more than once censured for delay in this matter, but it has been no fault of theirs that the line was not established long ago. It was simply because those who were anxious to go into it found that the subsidy was not sufficient. My hon. friend from Halifax says that it is not fair to other steamship lines.

Hon. Mr. MACDONALD (B.C.)—They can take it up if they like.

Hon. Mr. KAULBACH—Year after year they continuously for several years had the offer before them, and if they considered their own enterprises sufficiently lucrative and had not ambition enough to extend their