

the advertisement mentions certain numbers of hours within which these steamers shall make their trips; and it happens that 17-knot steamships can make the passages in the time mentioned in the resolutions in another Chamber. So that really we are giving away \$250,000 for nothing. We cannot amend this Bill, and there is no chance of its being thrown out. I simply have said on the subject what I wished to say without preparation, because I did not know that this measure was on the Orders of the Day until I came into the Chamber. When we find that we have been giving away a great deal of money with very little return, I wish to have on record the fact that the Bill did not pass in this Chamber without an objection being raised to some of its provisions.

HON. MR. CARVELL—I tried to explain to the hon. gentleman why the calling at a French port would not prevent this line of steamers from making fast passages, but he did not seem to be able to understand. He can, perhaps, understand that that portion of the passage from Canada to France *via* Southampton, which is beyond Southampton, may be regarded as a loop—that the passage from Canada to England is made rapidly, and before returning from Southampton to Canada the steamer makes a trip to a French port. He must see that that in no way interferes with the rapidity of the passage called for by this Bill. I should think he understands that.

HON. MR. POWER—I quite understand it.

HON. MR. CARVELL—It is not that the steamer goes to France first and calls at an English port on the way back; it is a loop. As for the merits of the Bill, my hon. friend talks about his not caring for it, and not believing in it. It is a purely commercial question, and whenever my hon. friend attempts to interfere in such matters he shows that he does not know much about them. There is a general, if not unanimous feeling in this country, that the ocean travel should come through Canada and not go through the United States. There is just one way to get it, and that is by a line of fast steamers, which I think the Government are very much to

be commended for attempting to get, and I hope they will succeed in attaining their object.

HON. MR. MILLER—I agree with the opening remarks of the hon. member from Halifax, that there is very little light to be thrown on this question. It has been so thoroughly discussed elsewhere that anything that could be said here would be a mere repetition of what has been said elsewhere. I therefore do not intend to trouble the House with many observations upon the question, but I cannot refrain from stating my opinion as to the remarkable similarity of the views expressed to-day by the hon. gentleman to those uttered elsewhere by members of the party to which he belongs, with regard to a fast line of steamers. The same line of argument is employed that we had to listen to in the early days of the Canadian Pacific Railway undertaking. We all know what prophecies were indulged in by some hon. gentlemen in regard to that work and the possibility of its completion. Some of them went so far as to say that forty years would not see the completion of that road—that the living generation in Canada would not see it; that it was going to swamp the country irretrievably in debt, and that people would never sustain the burden laid upon them in its construction. The road which we were told would tax the resources of the British Empire to complete it within the stipulated time was afterwards completed by a company in half the time, and every one must recognize the fact that the opening of the Canadian Pacific Railway has greatly increased the prosperity of the country. It is a work that is looked upon by the whole civilized world as the greatest enterprise of the age, and it has done more to raise Canada in the estimation of the other portions of the Empire and the world at large than anything that has ever happened in our history. That work has been completed, and it is an indispensable necessity, in my humble opinion, in order to secure the full enjoyment and realization of the great benefits that we expect to flow from the undertaking, that the complement of that work, the subsidizing of fast steamers on the Pacific and Atlantic ocean, should be undertaken by the Government. I am