

of all the colonies, business men, and here was this right hon. gentleman who sprang the motion on nearly the last day of the conference and refused to listen to any change in that resolution which would satisfy the business-like inquiry as to what the cost was likely to be, whether the service was to be cargo or cargo and passenger or passenger alone. The representative of the British government told him to his face: It is unfair this treatment of us, you are trying to rush the question; do you mean to tell us that we must vote and become responsible for it, without your giving us a single item of information with reference to its cost or anything connected with it? The right hon. gentleman counted the distance and decided to his own satisfaction that it could be done in about three weeks with a 24-knot service on the Atlantic, more than 18 knots if possible on the Pacific and the Canadian Pacific Railway across this country and he fought, Sir, for an immediate assent to that resolution of his, fought for it until the end of the day, and at last, convinced of his lack of business, he gave way and allowed it to be amended by the insertion of a proviso: If it can be attained at reasonable cost. Sir, it reminds us of the great Grand Trunk Pacific Railway. There was a period when time would not wait and when, as one of his ministers said, Cox would not wait, and here before the empire the premier of Canada brought a proposition like that in an unbusiness-like manner before the empire and tried to push it and rush it through without an item of information as to its cost—but he took good care to declare in the name of the people of Canada that cost what it might, Canada was willing to share and shoulder a larger proportion of the cost than any other. That all-red line was what my right hon. friend fought for ten years, bungled for some two or three years and then, on the spur that was applied to him that he had done mighty little for Canada at that conference and that he had better bring home something for an election cry, he sprung his brand new, five-day old scheme of an all-red line and pushed it as far as he could but had to give way in the end. He has not given it up, his hair is gray, but he has buckled to for many another hard day's work and will not rest until we get the all-red line. I hope we will have it; I hoped for it twelve years ago and worked for it twelve years ago as did hon. gentlemen on this side of the House, to be rebuffed by this right hon. gentleman, but in spite of that the lines were started, the lines have been eminently successful, and the keel has been laid for that coming fleet of swifter vessels which in due process of time, by the co-operation of all these great portions of the empire, will carry our passengers and mails—our cargoes they

will not carry—on swift wings from the east to the old east from the orient to the mother country in an ever-growing and ever-increasing channel of prosperity and development for all these countries.

On motion of Mr. Fielding, the debate was adjourned.

On motion of Sir Wilfrid Laurier House adjourned at 10.55 p.m.

HOUSE OF COMMONS.

TUESDAY, December 3, 1907.

The SPEAKER took the Chair at Three o'clock.

SELECT STANDING COMMITTEES.

Rt. Hon. Sir WILFRID LAURIER (Prime Minister) moved:

That the report of the special committee appointed to prepare and report with all convenient speed, lists of members to compose the Select Standing Committees of the House under rule 10, be now concurred in.

Motion agreed to.

Sir WILFRID LAURIER moved:

That the select standing committees of this House be given power to examine and inquire into all such matters and things as may be referred to them by the House; and to report from time to time their observations and opinions thereon; with power to send for persons, papers and records.

Motion agreed to.

CIVIL SERVICE COMMISSION.

Mr. PERLEY. Will the right hon. gentleman tell us when we are likely to get the report of the Civil Service Commission?

Hon. W. S. FIELDING (Minister of Finance). I have difficulty in giving a definite answer, but a member of the commission assured me that before the Christmas vacation he expected to have the report ready.

CANADA SHIPPING ACT—AMENDMENT.

Mr. E. A. LANCASTER (Lincoln) moved for leave to introduce Bill (No. 2) to amend the Canada Shipping Act. He said: The Bill is the same as that which was reported by the Select Committee last session but reported too late for the House to deal with it. The hon. the Minister or Marine and Fisheries (Mr. Brodeur) was in Europe when the report was brought down, and the Minister of Finance (Mr. Fielding), who was then leading the House, asked that the Bill should stand over until this session. The Bill requires masters and mates of ves-