

completed. But my hon. friend will allow me to tell him that if honour and glory come to a man, the greater the glory and the honour, the more onerous are the duties and obligations imposed upon him towards the city and the district he represents. Now, there are matters which are not mentioned in the Address. Not many questions have been touched upon in this Address. There is one in particular which, to my mind, is of paramount interest to the city and district of Quebec which my hon. friend represents in the Cabinet. Let me take, for instance, this question of a fast line. My hon. friend was probably in the House the other day when this question was put to the Government:

1. What is the amount of the lowest tender for a fast steamship service between Canada and England? 2. From whom was the tender received? 3. Do the Government intend to award the contract to the parties who have made the said tender, and when?

And Sir Richard Cartwright answered:

Two tenders have been received, one from Messrs. Allan and the other from Mr. James Huddart. Neither of these tenders is in accordance with the specifications, and the Government proposes to make further investigations before final action in the matter.

Sir, to my mind that means that this question is shelved for a long time. Now, my hon. friend knows that for some years the citizens of the district and city of Quebec have thought this question of a fast line of paramount importance to them. They have thought that if they could get a fast Atlantic service between Liverpool and Quebec, it might tend to bring to the old capital of the province of Quebec a return of that prosperity which she enjoyed for some time. But, Sir, it is an open secret, it is rumoured in the city of Quebec, that my hon. friend is against the fast Atlantic service, that he is not in favour of a twenty-knot service, but he is in favour of a seventeen-knot service. I trust that he will re-assure this House, that he will re-assure his district and his constituency by telling us here this very evening that this is not correct, and that he is in favour of the fast line. Sir, if we are to have a service at all between Quebec and Liverpool, between Canada and England, we want the best that can be procured. Talk about a seventeen-knot service! Two years hence it would not be as good and as profitable to the district as the service we have now. It would not be able to compete with the fast lines whose steamers leave New York every day. And, as I have said, what we want, if anything, is the fastest and best line that we can get. Not only because it will develop the trade of this country, but because it will be one of the best advertisements we ever had, just as the Canadian Pacific Railway has been. To-day we are the highway by which the travel, traffic and trade between

Great Britain and China and Great Britain and India pass, and if we have the fast Atlantic service it will be an advertisement of the same kind, and the best that Canada could ever have.

Now, Sir, there is another question which interests the citizens of Quebec, and which has interested them for a very long time. Ever since I first had anything to say in political matters, which is some time ago, I have always met my hon. friend in meetings in which the question of a bridge in front of Quebec or in its vicinity was discussed. My hon. friend, by his speeches and his writings, and by joining delegations time after time from Quebec to Ottawa to interview the Ministers, has tried to impress upon the Cabinet the necessity, at least, of contributing a good round sum toward the construction of this bridge. Was the hon. gentleman in Council when the answer to the question put by my hon. friend from Quebec Centre (Mr. Langelier) was decided upon? Can it be possible that my hon. friend from Quebec East (Mr. Laurier) was sitting at the Council board when this answer was prepared. Here is the question that was put by my hon. friend from Quebec Centre, with the answer given to that question:

Mr. LANGELIER—Whether it is the intention of the Government to build a bridge in front of Quebec, or in the vicinity, to connect the Intercolonial Railway with the Canadian Pacific Railway, or to aid in the construction thereof by a subsidy or otherwise?

Mr. LAURIER—It is not the intention of the Government to build such a bridge. The Government have no application before them for aid in the construction thereof.

Surely it cannot be that the hon. gentleman was in his seat at the Council board when this answer was written, for the hon. gentleman knows full well that for the last ten or fifteen years a demand has been before the Government of the Dominion for aid, and for substantial aid, for the construction of this bridge in front of or in the vicinity of Quebec—not only one demand, not only one request, but dozens of requests, dozens of demands: my hon. friend the Minister of Public Works (Mr. Tarte) must have the record of these demands in his possession to-day.

Mr. CHOQUETTE. Where is your old motto, "No bridge, no vote"?

Mr. CASGRAIN. I never said that—I deny it in toto.

Now, allow me to refer to the last paragraph of the Speech:

I hope that when you will have given the necessary attention to the consideration of the year's supplies, I may be able to relieve you from the duty of further attendance at this session of Parliament.

I take it, Sir, that this is a rather cavalier manner of dispensing with the services of