

and everything else was practically settled—in the hands of some one more in sympathy with the project.

Curiously enough it seems that a new proposal has been made, which has been given in the "Globe" newspaper in minute detail. By this scheme, it is proposed to change the points of communications and select Milford Haven in Great Britain—which is a local question to be settled between the Government of Canada and Her Majesty's Government and the directors whoever they might be—and a port near the Strait of Canso. The "Globe," in publishing this proposal, said :

If the British syndicate which has been organized to carry out these proposals is a substantial one, and it is understood that it has all the money required, then the Government will probably make an examination of the proposal and the feasibility of this scheme.

The hon. First Minister disposed of this when he said that, under the Act which the House had passed in relation to this matter, it would not be practicable to take up this route, but I find that another paper, generally well informed as to the views of the Government—the Montreal "Daily Witness,"—in its issue of 13th of April, has an article on the question which ends with the following statement :—

The proposals submitted by the Milford syndicate are under the consideration of the Government.

The hon. First Minister shakes his head, and I accept at once the statement which he made before that the Government could not, under present legislation, consider this new scheme at all. I do not mean to say that there may not be something in the proposal, and what I fear is anything being brought up that may be calculated to delay what I regard as a very important measure and to prevent its being properly concluded. I draw the attention of the hon. First Minister to the condition under which, according to the "Globe," this syndicate line would be warranted in obtaining the consideration of the Government for its proposal, and that condition is that it should be shown to be a syndicate sufficiently powerful and possessing sufficient money resources to enable it to carry to completion any project it undertook. I should be very much surprised to learn that the hon. Secretary of State for the Colonies (Mr. Chamberlain), having made it a sine qua non to the Imperial Government contributing for this service, that new tenders should be asked for, to learn that he is prepared to ask the Imperial Parliament to ratify a contract with any persons upon terms which he absolutely refused to consider or entertain on a former occasion, after the service has been tendered for by the Messrs. Allan, with whom satisfactory negotiations had taken place by the late Government who asked the authority of the

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Governor General to sign the contract subject to the approval of this House.

Apart from that, unless this matter is to be treated from the standpoint of how not to do it, it is of the greatest importance that the gentlemen who undertake this contract should be persons possessing resources and standing and position sufficient to enable them to carry it to a successful conclusion. The hon. gentlemen opposite will agree in that opinion, and I am sure, alive as they must be, to the vital importance of any company undertaking so great a service being competent in every respect to satisfactorily carry out, their attention must have been drawn to the very clear and strong article over the signature of "Bona Fides" in the Montreal "Star" of April 3rd, in which elaborate proof is given, assuming it to be authentic, that Messrs. Peterson & Tate are parties utterly unable to carry out any service of the kind. The hon. gentleman shakes his head, but the very fact that one of the leading papers in the country has given place in its columns to a laboured and clear statement of the financial position which these gentlemen occupy in England, supported by quotations from the best authority, is deserving the attention of the Government before committing this House to placing this important service in the hands of parties who might be found to be utterly inadequate to carry it to completion. I received by the last mail from England, I do not know from whose hand, a periodical called "The Syren." It appears to be a periodical of very good standing. It has an article on page 83 of the issue of March 31st, 1897, as follows :—

Poor Canada ! A "Times" telegram from Ottawa says : "In official circles here, it is stated that Messrs. Peterson & Co., steamship owners, Newcastle-on-Tyne, have entered into a provisional contract with the Dominion Government for a fast steamship service between Canada and England. The firm have undertaken to perform a 20-knot service for a subsidy much less than that for which the late Government were prepared to close with Messrs. Allan last year." We comment upon this subject at length in another column.

And in another column they point out the fact that Messrs. Peterson & Tate are not in a position to build the class of ships that are required, and that they would have to obtain a large amount of new plant and incur a very great outlay in order to turn out ships that would perform this service at all. This shows that this firm have not the exceptional facilities possessed by the Naval Armament Company and the White Star builders, the name of whose company I have forgotten for the moment, that turn out such ships as the "Teutonic" and the "Majestic" and that would be in a position to do the work infinitely more cheaply than a ship-building company that have never constructed such vessels. I do