

plete without the system of navigation required by modern civilization at either end. It seems to me that if the Government adopt practical lines of steamers, lines adapted for the service they are intended to perform, and do it upon moderately reasonable terms, they will have done good work for the country.

HON. MR. McCLELAN—I am quite of the opinion expressed by hon. gentlemen, that anything which facilitates the trade of the country is useful, and particularly as the hon. gentleman from Richmond mentioned, since we have a trans-continental railway a line of fast steamers at either end might be of considerable advantage. But we must remember that the expense of providing this service will be an additional burden on the tax-payers; therefore, it becomes necessary for the Government to look at the matter in all its bearings, and see that the expense does not exceed a reasonable amount, and such only as will be commensurate with the advantages. The suggestion by the hon. gentleman from Prince Edward Island is worthy of very grave consideration. The policy of the British Government, of having permanent arrangements with fast steamers by which their services can be utilized in time of invasion and war, would, it appears to me, reduce very largely the enormous expense incurred under this Bill. The matter of expense is one that, I trust, the Government have properly considered. It is well known to those who are at all experienced in naval architecture that the greater the speed to be acquired by steamers the greater the expense. Not only is that so as to the matter of expense, but the capacity for freight will be in the same ratio diminished. We all know that to increase the speed of a boat it requires very much more expensive and extensive machinery, and the stowage space of the boat is taken up in that way. Then we know that one element in increasing the speed is a change in the build and character of the hull. Such a change will also necessitate a reduction in the accommodation for freight. Then, again, in order to reach the limit of speed the amount of fuel required will be immensely greater. So, when we consider these different things in connection with getting "ocean greyhounds," as they are

sometimes called, we find that the fuel required will occupy nearly all the stowage room. Hence, the effort to reach a speed greater than that which our American neighbors have reached, and which seems to be the ambition of the Government, will simply provide ocean steamships of a fancy order, or of a kind which will be useful to the wealthy, who wish to travel in luxurious style and with great rapidity, but which will not inure to the benefit of the tax-payers and general public. If we are to promote trade with Great Britain or other countries we ought to see, when we are going to add a large sum to the burden of the people, that the agriculturalists and stock-raisers are accommodated, and that the producers of other natural products of the country shall have proper means of conveyance and increased facilities for shipping. I very much doubt, if we get beyond a certain limit of speed, that we shall attain those results, and while increasing the burdens of the country we are not adequately meeting the interests of those classes of the community which, it appears to me, we ought specially to endeavor to meet. As to the other point, about touching at a French port, it has been characterized properly by the hon. gentleman from Halifax, and I did not understand his allusions as other hon. gentlemen have appeared to understand him. I quite concur in the observation of the hon. gentleman from Montarville, that it would be very much better to adopt the English version of the Bill, leaving an option to the Government.

HON. MR. DEBOUCHERVILLE—I did not say that. I said there was a difference between the two, and I called the attention of the Government to the fact.

HON. MR. MACINNES (Burlington)—It appears to me that a point has been missed in this discussion—that it is not the Government who are going to run this line of steamers. The question of fuel or the question of freight has nothing to do with this matter at all. The Government have decided to establish a fast line of steamers, which will run at a rate of 20 knots an hour, or something like that, and they have decided to give a subsidy to such a line for the purpose of running vessels at that rate of speed.

HON. MR. HAYTHORNE.