

am prepared to say it and defend it anywhere. In the first place the game is not worth the candle. What does it come to, supposing we do get our mails a day quicker than at present? That is not such a wonderful advantage. It is a good thing, but not an important advantage. Supposing a passenger who wishes to come to Canada direct can get from England to Canada a day quicker than he could otherwise, that may be desirable, but it is not a very important thing, and when it comes to paying \$750,000 a year for that advantage, taxing all the rest of us to that amount, I am perfectly safe in saying that that game is not worth the candle. Hon. gentlemen have talked a good deal about its being a magnificent thing to have to travel from England passing through Canada to the Pacific. I fail to see that that is any great advantage to Canada. It is just like water passing through a funnel. Passengers going from England to China, Japan and Australia across Canada, how much do they leave in Canada on their way?

Hon. Mr. MACDONALD (B.C.)—A great deal to the railways and hotels.

Hon. Mr. POWER—How long do the passengers who are making these quick trips spend in hotels?

Hon. Mr. MACDONALD (B.C.)—They have to pay the railway fares and other charges.

Hon. Mr. POWER—I am satisfied that they will never leave \$750,000 a year in the country. I can readily understand how the Canadian Pacific Railway Company should be desirous that that line should be established—I do not know whether they are or not, but I can understand why they might be—because it would have a tendency to secure more passenger traffic for their line. I should not mind paying something for it, but I think we are asked to pay too much. Another objection to the proposed line—I do not hesitate to state that fact, notwithstanding what the leader of the House says—is that it is impracticable. Any one who knows the Straits of Belle Isle route or the route between Newfoundland and Cape Breton, knows that in the spring and early summer months it would be madness for a shipmaster to run his vessel at twenty knots

an hour. There are four of these vessels to be constructed. Within two years I am satisfied that those four vessels would have left their bones somewhere in the neighbourhood of Newfoundland or our Gulf shore. Another objection is that naval science has not got to that point at which it can construct a vessel to carry a large quantity of freight and run twenty knots an hour—it cannot be done. The ocean greyhounds which run to New York never carry more than 1,000 tons of freight, and until the science of naval construction has advanced further than it has now, we cannot have a fast line which will carry any reasonable quantity of freight. Mr. Huddart has been spoken of as a gentleman who is going to bring this line into operation. As I understand it, Mr. Huddart is not a capitalist himself. He is not a ship builder. The Government have been for some years engaged in negotiations with ship-builders and ship-owners in the old country and have failed to get any one to undertake this service. Is it reasonable to expect that where the Government have failed in dealing with ship-owners and ship-builders, Mr. Huddart, a private gentleman from Australia, is going to succeed? The thing seems to me absurd. Until I saw it in the Governor General's Speech I thought it was something got up to influence the late election in Halifax.

Hon. Mr. BOWELL—You should not have drawn conclusions in advance of facts.

Hon. Mr. POWER—I have seen so much of the ways that are dark and tricks that are sometimes vain of our opponents, that I am justified in drawing the conclusion.

Hon. Mr. BOWELL—It is only a matter of fairness to Mr. Huddart to say that he is the principal proprietor of the Australian line of steamers. He has been engaged in shipping from his boyhood up and his father was a ship-builder. It is true he is not a ship-builder himself, but he has been connected with ocean steamers all his life.

Hon. Mr. POWER—Do I understand the hon. gentleman to say that Mr. Huddart is connected with the line between Australia and British Columbia?

Hon. Mr. BOWELL—I have not only said so, but I have stated that he is the