

Hon. Mr. ROSS—Order.

Hon. Mr. POWER—If the hon. gentleman says that he is one of those gentlemen, I admit that I am out of order; if not, I claim that I am in order. There may be some gentlemen from the Province of Quebec who suppose that this calling at a French port will be of some special benefit to the Province of Quebec; but it will not, because there is little trade between France and Quebec, and almost no immigration from France to this country, and I understand from gentlemen representing Quebec that the little immigration there has been from France to that Province has been in a great degree of a character that is not desirable. The fact is, the population of France increases almost not at all, and the people who are desirable citizens remain at home. There is no earthly object in putting this condition in the Bill, except just this idea, that possibly it might captivate some members from the Province of Quebec, and for that absurd idea the Government has dealt an almost fatal blow to the object of the Bill. They have inserted a condition in this Bill which will render this subsidy almost nugatory. As I said before, there may be doubt as to whether a country like Canada, with a population of 5,000,000, and not a particularly rich population at that, as justified in paying such a large sum as this for the purpose of getting a swift line of steamers to Great Britain. I do not really see that it makes very much difference to the merchants of Montreal or Toronto whether their mails come to them by New York or directly. If they get their mails in a week from England I think it makes very little difference to them which way they come. It is very desirable, other things being equal, that we should get those things directly, but the difference is not worth \$500,000 a year. It is well known that those ocean greyhounds do not carry any large quantity of freight, and the business we want with England is a freight business. We want to send our products to England, and we want to get goods from England as rapidly as convenient; but those ocean greyhounds will not bring the goods. They will bring the mails about as quickly as they come to New York, and they will bring passengers a little more

quickly than they come directly now. It was shown, I think, satisfactorily in another place that it would be much more advantageous to Canada to put on a line of steamers which would make about 17 knots an hour, and which would carry large quantities of freight at reasonable rates, than it would to put on a line of steamers that would make 19 or 20 knots an hour. We could get, for half the amount that is indicated in this Bill, a line of steamers capable of making 17 knots an hour.

HON. MR. MILLER—So we could get the water stretches for half the amount that the railway cost us.

HON. MR. POWER—I do not think the hon. gentleman need go back to the water stretches. I say this: we have not time to discuss this matter here as it ought to be discussed. I have heard the hon. gentleman many a time inveighing against the conduct of the Government in bringing down important measures to this House when there was no opportunity of discussing them, and I quite concurred with him; and I think there has rarely been a Session in which that has been done to such an extent as the present Session. Nearly all the important measures are still to come before us. There is no time to argue the question out; but I say that a line of steamers capable of making 17 knots an hour—that is about 1 knot an hour more than the "Parisian" and the "Vancouver" do—and capable of carrying large quantities of freight, would be a line more advantageous to Canada than this line which is provided for here, that is, supposing that this line made 19 or 20 knots an hour. That line could be secured for \$250,000 a year, I understand, half the subsidy mentioned in this Bill; the line would be better for us than the swifter line—that is, supposing this line to be a swift one. There is no reason to suppose that this will be a very swift line, owing to the provision for calling at a French port. I have not seen the terms of the contract myself, but I heard them quoted in another place, and the advertisement for tenders does not say that the steamships shall make 19 or 20 knots: it says that they shall be capable of making 19 or 20 knots; and