

reducing the duty upon the cheaper cottons. Well, Sir, that duty has not been decreased but increased by this tariff. With regard to those cheaper cottons, I have also urged the Government to lower the tariff. But we have a stronger support than the hon. gentleman I have mentioned, who is not in the Government, we have one of the Ministers themselves, the Minister of Trade and Commerce (Sir Richard Cartwright) who, we all know, with his unmeasured power of eloquent vituperation, branded these duties upon the necessaries of life as legalized robbery, and used still stronger expressions than my limited power of enunciation would enable me to get round—all denunciatory of the very men, of whom the tariff of this Government is in the interest, as much as any tariff could well be. I hope we shall see implements on the free list or at least the duty reduced. I am not going to move a motion because we have the declarations of those hon. gentlemen that they are going to stand by the Government through thick and thin. They have left the independent position of Patrons, they have taken up their position, not on a Patron but on a Liberal base, as thick and thin supporters of the Government; and what their conduct means is this, that on every Patron in this House, Ichabod is written. Their glory is departed, their usefulness is gone, they can effect nothing. The principles they undertook, the pledges they made, the promises they scattered broadcast over the western prairies, and on the strength of which they were elected—all these are now obliterated and trodden under foot by these men who came here—I was about to say on false pretences, but will refrain from doing so—and who have falsified their promises and pledges in a way that it is depressing to contemplate, that is degrading to parliamentary life and injurious to the country.

FAST STEAMSHIP SERVICE.

Mr. WALLACE. Before you leave the Chair, Mr. Speaker, I wish to say that I understood the hon. Minister of Trade and Commerce, in his reply to the leader of the Opposition, to say that the Government had no intimation from the Imperial Government regarding the trans-Atlantic service. I would like to ask whether they have had any communication from Mr. Peterson, of Newcastle, with regard to the signing of the contract. I would like to ask, also, whether there is any ground for the rumour that has been circulated that Mr. Peterson, of Peterson, Tate & Company, of Newcastle, the gentleman who contracted for these steamships, is a German, and that the German Government is making up a portion of the subsidy required for the fast Atlantic service, and that in return the company will give preferential rates on German freight from Great Britain to Canada?

The MINISTER OF TRADE AND COMMERCE. I have not heard of any such rumour, or that Mr. Peterson is a German. So far as I can recollect, he is a Scandinavian.

An hon. MEMBER. He is a Dane.

The MINISTER OF TRADE AND COMMERCE. I shall make it my particular business to inquire whether Mr. Peterson has entered into a contract with Kaiser Wilhelm for the purpose of giving preferential rates, but I am afraid my hon. friend has been what, in vulgar parlance, is called stuffed. We have not received any communication from Mr. Peterson other than the report that everything is going satisfactorily.

Motion agreed to, and the House again resolved itself into Committee of Supply.

(In the Committee.)

Public Works—Chargeable to Income—

Collingwood Harbour—Improvement of. \$80,000

Mr. BENNETT. Before this item passes, I would like to ask the Minister of Public Works what the intention of the Government is with regard to a large contract which it is rumoured the Government is about to undertake. A short time ago, in answer to an inquiry, the hon. Minister of Public Works said that already the large sum of over one-quarter of a million dollars had been expended on the harbour of the town of Collingwood, and if rumour is right, a contract now for considerably over \$250,000 is to be let, or has been let, with the view of completing the work at that town. At the outset, I do not wish to be understood as remonstrating against an expenditure at the town of Collingwood in this regard. I fully realize the fact that, owing to the falling of the waters of Lake Huron, the people of Collingwood have been placed at a very manifest disadvantage. A large town of some 6,000 people is there. The people have considerable enterprise and public spirit, and it has been a most unfortunate thing for that town that by the receding of the waters the harbour which, at one time, had a good average depth of water, is now limited to some twelve or thirteen feet and utterly unnavigable by the large tonnage which now sails on the upper lakes. I do not wish to be understood as representing a selfish interest at all. While at the town of Midland we have unlimited depth of water, and although we are a rising town, we should be very loath to in any way endeavour to damage the interests of Collingwood by pursuing a dog-in-the-manger policy and forcing the trade of the upper lakes to centre at Midland, which it inevitably would be, were it not the policy of the Government to come to the assistance of the town of Collingwood. Hon. gentlemen on the other side of the House when in Opposition, were always very quick to condemn appropriations for