

proposition. The other is purely a matter for our own consideration, and we anticipate no share by anybody in it, and therefore we state the amount in our own currency.

HON. MR. POWER—This House can reject this Bill, but I am afraid from what I know of the character and complexion of the Senate it is not likely to do so. We cannot alter it, and I do not suppose there is very much use talking about it; still, looking at the immense sum of money which this Bill proposes to dispose of, I do not think it should be allowed to go through without some observation. We have during the next two or three hours to vote some \$50,000,000, and we cannot devote a great deal of time even to a measure of such consequence as this. The Bill itself and the resolutions upon which it was based were discussed at considerable length in the other House, and it is not probable that anything new will be said here; but I wish merely to express, as briefly as I can, my views on the three clauses of this Bill. The first clause authorizes the Governor in Council to grant to any individual or company:

“A subsidy not exceeding the sum of twenty-five thousand pounds sterling per annum, to assist in establishing an effective fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand, or such proportion thereof as may be decided on by the Governor in Council, to assist in establishing a monthly service with the said countries, such subsidy to be granted for such term of years, not exceeding ten, and on such conditions as the Governor in Council considers expedient.”

One hundred and twenty-five thousand dollars represents a pretty large capital—about two millions and three-quarters. It is a very large amount for a country of five millions, not particularly wealthy, to pay, and it should not be paid unless the country is going to get value for the money. We have no evidence whatever that the Dominion is going to get value for this money. The hon. gentleman from Midland division, who devoted a great deal of attention to this matter, in his speech made in the earlier part of the Session, indicated that there was not much reason to expect a very extensive trade with Australia or New Zealand. We know that we have not now an extensive trade with those countries. The fact is, that the whole exports of Canada to the Australasian Colo-

nies during the last fiscal year was not much more than the amount we propose to pay to this line of steamships. I think it is an extreme and indefensible policy for a country situated as Canada is to undertake to pay a subsidy to a line of steamers, an amount which is nearly as great as the total trade with the country to which those steamers are to ply. I know it was attempted to be shown in another place, when this objection was taken, that some one particular company had, during the last twelve months, sent large quantities of goods to Australia; and it was alleged that though these goods had not gone from Canada to Australia direct, they had gone first to England from Canada, and then had gone from England to Australia. In reply to that it was shown that the total export of agricultural implements from Canada did not amount to the sum mentioned as having been sent by one firm. No doubt it was a very well meant effort, as it was said, to boom one particular company who manufacture agricultural implements in the Province of Ontario. As to the second subsidy, to a line of steamers between British Columbia and China and Japan, I did not feel prepared to vote against that; because the Imperial Parliament, which, although dealing with immensely larger sums than this Parliament does, is very much more careful in voting money than our Parliament is, proposes to grant three times the sum which Canada proposes to vote as a subsidy to this line. I am fairly well satisfied that if the Imperial Parliament grant £75,000 to a line of steamers running between British Columbia, China and Japan that will be a fairly satisfactory line, and that it will be in the interests of the Empire. Although it might be more in the interests of the Empire than in our interests, still we may conclude that if it is worth £75,000 a year to Great Britain it will be worth £25,000 to Canada. I notice that this Bill contains the following language: “That this subsidy is to be granted on such conditions as the Governor in Council considers expedient.” I trust that the Governor in Council will see that the ships are of the proper character, and that there are such provisions in the contract as will protect the interests of British Columbia and Canada generally. For instance, the contract