

and I do not think, if he were acting on his own motion, that he would introduce such a stamp as we now have; and looking at the fact that a similar mistake was made when the three cent postage rate was introduced, my own feeling is that there must be some freak official in the Post Office Department by whom the Postmaster General is misguided. I trust that the Government will be able in a short time to furnish the public with a three cent stamp of which it may be literally said that "he that runs may read." The present one is not that kind.

Hon. Mr. SPROULE—It seems to me that the last innovation is in the wrong direction. It is not an improvement, but rather a reverse step, when you remember that so many two cent stamps are required—a one cent stamp for a paper, a two cent stamp for receipts, cheques and many other papers, and you require a three cent stamp for letters. If you make a three cent stamp, and it should be generally carried by business men, then they are often likely to be short of the two cent stamp, and of the one cent stamp. The first arrangement, it seems to me, was very much better than the one which prevails at the present time, because when business men carried two cent stamps and one cent stamps, as they usually do, they could use a two and a one for a letter, and a two cent stamp for a receipt or a cheque. The two cent and the one cent stamps could be used for the three purposes, and it did away with the necessity of carrying another class of stamps.

Hon. Mr. LOUGHEED: I shall take the opportunity of conveying to the Postmaster General the views which have been expressed this afternoon with reference to this—what shall I say—important subject.

Hon. Mr. POWER—And that reference to himself.

Hon. Mr. LOUGHEED—It reveals the variety of human nature. I suppose the angles at which we view a subject are about as various as the mind can conceive. My hon. friend from Halifax is of opinion that the policy has been a very right one in making the three cent stamp, at least in combining the two and the one in one stamp. My hon. friend from Grey thinks that we should have continued the two stamps—a two cent stamp and a one cent stamp. I fancy that the officials who are

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charged with designing stamps have the same difficulty in viewing the situation as my hon. friends have in agreeing upon what should be done under the circumstances. I have no doubt that the designer of this stamp, in concluding upon the design of the present three cent stamp, considered that he had solved the problem very successfully; but apparently he has not. So far as my hon. friends' question is concerned:

If it is the intention of the Government to so alter the same as to make it easily understood and recognized"—

I fancy that that will be too difficult a subject to undertake.

Hon. Mr. DANDURAND—For the first time I have examined the present three cent stamp, and I must confess it is a most extraordinary design. If the hon. leader of the Government will look at it, I think he himself will draw the attention of the Postmaster General to the advisability of issuing a decent three cent stamp.

Hon. Mr. CLORAN—Many people, and I am one of them, buy all one cent stamps, and then they are sure not to deceive or to be deceived. On a circular they put one cent, on a cheque two stamps; on a letter three stamps. With only one cent stamps there need be no mistake.

EXPENDITURES AT PORT NELSON.

MOTION.

Hon. Mr. CASGRAIN moved:

That an humble address be presented to His Royal Highness the Governor General, praying His Royal Highness to have laid on the table of the Senate a statement of all expenses to date in connection with the expenditures of public moneys at Port Nelson; also an estimate of the further expenditure to complete the works at Port Nelson on Hudson Bay.

He said: I must apologize to the House for bringing up again the question of Port Nelson. I have done so on many occasions. My first speech on the Hudson Bay route to Port Nelson and Fort Churchill was away back in 1907. At that time I had read all the documents and all the information available in this country on the subject. I then consulted the Surveyor General, Captain Deville, who, before he was employed by this Government as Surveyor General, had been for years a lieutenant in the French Navy, and naturally possessed a great knowledge of navigation. He told me that perhaps the only book that