

mation regarding these matters, and all accounts fully corroborated the representations made by his hon. friends from British Columbia. It was generally admitted that the Government should secure efficiency of service under such circumstances, and he trusted that the value of the money spent would be procured.

The fact of this subsidy being granted tended to create a monopoly and to drive competitors off the route. Passengers who had travelled by that line since the loss of the *Pacific* said the management was intolerable. The *Pacific* was not in a position to go to sea. Her boats were not in order, and her crew was composed of Chinamen. Everything was in disorder the moment the accident occurred. The state of the other vessel was described as being bad also, though not perhaps to the same extent. It was quite proper this appeal should be made to the Government by the British Columbia members, and backed by the representatives of other provinces. The means of communication with our most distant provinces should be made as efficient as it was intended to be when the contract was given.

Hon. Mr. LANGEVIN quite agreed with the hon. gentleman who had spoken of the necessity of a direct line from San Francisco to Victoria. The steamers of the line which at present received the subsidy called at Puget Sound, merely running into Victoria to land passengers, mails and freight, while the advantage of coaling them at Nanaimo was lost altogether. They got their coal from the American side altogether, and the Province lost in this way as well as from not remaining in the harbour of Victoria.

When he (Mr. Langevin) went to British Columbia some years ago, the steamer that plied between San Francisco and Victoria, though not first-class, was nevertheless manned by white men, and great care was taken for the safety of the passengers. He did not put much faith in Chinamen in case of accident. Experience had shown that in the hour of danger they took more care of themselves than of the passengers. It was important that the conditions of the contract

should be adhered to, and if the line was found to be useless, it would be a great deal better to cancel it and subsidize a proper line.

Mr. BUNSTER said the vessels did not even go into the harbour, but landed passengers and freight in a dirty old coal tug.

Mr. DEWDNEY said the contractors intended, when they took the contract, to utilize some English boats that were then lying at Japan, but immediately after getting it, they learned this English Company had failed. They then made the best arrangement they could with one of the most powerful steamship companies in the world. He thought the Pacific Mail Company had been treated rather unfairly by hon. gentlemen who had spoken on that subject. The Company made contracts with the Vancouver Island coal mine owners for a supply of coal, but they were not able to furnish it as fast as they could take it away. They agreed to take 4,000 tons a month from a company and pay for it whether they took it away or not. It was only when they found it could not be supplied fast enough that they went to Seattle, where they were obliged to take coal of an inferior quality.

It was true the *Pacific* was rotten, but the steamers that were doing the service now were new vessels, the *City of Panama* not being more than four years old. The harbour of Victoria was not large enough to accommodate large vessels.

Mr. DE COSMOS—No! no!

Mr. DEWDNEY said the steamship *Panama* in entering it had run aground.

Mr. BUNSTER said that was the result of bad pilotage.

Hon. Mr. HUNTINGTON said there could be no objection to the papers being brought down. When they came it would be found the Government had made the best arrangements possible under the circumstances for the transmission of the mails. There had been the ordinary advertising and acceptance of the lowest tender. It was to be regretted the first-class steamers referred to by the hon. gentleman were not in British Columbia waters, and ready to tender for the ser-