

the Brazilian Government had intimated that they would subsidise a line as liberally as Canada. The Bill had not yet passed the Cortez, but, doubtless, would. Contracts had been entered into by the Post Office Department, at Ottawa, provisionally, subject, for completion, to the action of the Brazilian Government. Now, the arrangement was made for a monthly trip between Canada and Brazil.

SIR RICHARD J. CARTWRIGHT asked at what points in the West Indies was it proposed to touch.

SIR JOHN A. MACDONALD: At St. Thomas, Porto Rico, stopping also at Batria and Marinam, and perhaps at another point. The contract is for one round trip for the month.

MR. MACKENZIE: You will miss the West India Islands.

SIR JOHN A. MACDONALD: The vessels will go to St. Thomas.

MR. MACKENZIE: That is a mere station of call. The vessels will miss all the main points of business in the West Indies.

SIR JOHN A. MACDONALD: By subsidising a line that would attempt to do too much, we should lose both our objects. We could not have a line of any value that would run from Canada to the British West Indies and then to Brazil and back again in the month. The voyage would be too long. If we are even to have direct West India Trade, we must have a line for intercolonial trade. We must have the Brazilian line, if it is to be of any value, running direct. It is well worth the trial. I think the enterprise will be highly successful. In Brazil the people have entered into it with great spirit. The Government of Brazil have placed at the disposal of the Government and merchants of Canada, a building for the display of specimens of all we have to sell, and are preparing now a collection of specimens of all the articles Brazil imports from England and the United States. The trade between Brazil and the United States is not very large. They are about to send some iron articles to some point in Canada, and we have suggested Montreal as being most convenient, where specimens of the articles usually imported into Brazil can be shown, so that our manufacturers can enter into competition.

MR. BURPEE (St. John): If this

SIR JOHN A. MACDONALD.

service can be effectually established and carried out, I think this is one of the best items in the Estimates. I would ask the hon. the First Minister if he has decided on any port in Canada, and what ports he will touch at, if any; and also if there has been any communication with the Government from the Provinces, particularly the Maritime Provinces, as to carrying freight and cattle between New Brunswick and Cape Breton; if there has been any subsidy offered.

SIR JOHN A. MACDONALD: No, there is no subsidy offered for that object. Of course this trade is altogether experimental, and it is not quite certain whether Halifax, St. John, or Quebec or the St. Lawrence would be the best port of departure; or whether it should be the St. Lawrence in summer, or Halifax in winter. It is quite experimental so far. It has not arrived at that point at which we can definitely say. The contract is entered into provisionally only.

SIR RICHARD J. CARTWRIGHT: With whom is the contract entered into? With what Government?

SIR JOHN A. MACDONALD: The contract is entered into with an English Company, represented by Mr. Bentley, who has the confidence of the Brazilian Government.

MR. KING said, as the line of steamships from St. John to Liverpool was of great importance to New Brunswick, he regretted that the return called for by the hon. member for Sunbury (Mr. Burpee) had not been brought down. The trade between Canada and the markets of Great Britain was one which had been rapidly developing, and in which the farmers of New Brunswick had been unable to participate in consequence of the absence of steam communication. Something had been done in the way of exporting cattle to Great Britain from that Province, but the House would be surprised to learn that, in part, it had been carried on by way of Quebec. That steam communication would also be important in reference to other kinds of farm produce. In consequence of the high prices in the United States in 1878 and 1879, the farmers went into the cultivation of farm produce more than they had before, so that in the fall of 1879, they had more than they could dispose of in their own Province.