

would have retained the vote in its present shape.

Mr. LEFURGEY. The right hon. gentleman has not entirely given up the idea of trying to obtain a better service?

The MINISTER OF TRADE AND COMMERCE. No; but for the present year I do not propose to deprive the island of the \$5,000; I propose to apply it for its benefit in another service, which will be brought down in the supplementary estimates.

Mr. LEFURGEY. Would the right hon. gentleman state what service that will be?

The MINISTER OF TRADE AND COMMERCE. The service for which the balance will be appropriated will be between Prince Edward Island, Sydney and Newfoundland.

Mr. LEFURGEY. Has the right hon. minister any steamer to undertake that service?

The MINISTER OF TRADE AND COMMERCE. We are endeavouring to arrange for that at the present moment.

Mr. LEFURGEY. Does the right hon. minister know when the first trip will be made to the old country?

The MINISTER OF TRADE AND COMMERCE. We expect in October and that trips will also be made in November and December as may be found most convenient for the trade of the island.

Mr. BORDEN (Halifax). In what way is the \$5,000 that is to be appropriated for some other service to be expended?

The MINISTER OF TRADE AND COMMERCE. In providing a service between Prince Edward Island, Sydney and Newfoundland.

Mr. BORDEN (Halifax). Is there any steamer on that route at present or is one to be provided?

The MINISTER OF TRADE AND COMMERCE. One is to be provided.

Mr. LEFURGEY. What steamer do you propose to get for the service between Prince Edward Island, Sydney and Newfoundland?

The MINISTER OF TRADE AND COMMERCE. We are negotiating for that, but we have not settled the matter yet.

Direct fortnightly steam service between Montreal, Quebec and Manchester, England, during the summer season, and between St. John, Halifax and Manchester during the winter season, \$35,000.

Mr. BORDEN (Halifax). What line receives this subsidy?

The MINISTER OF TRADE AND COMMERCE. The Manchester Line. The ships are known as the Manchester Line with various addenda, such as 'Manchester Liner,'

'Manchester Trader,' 'Manchester Commerce' and names of that kind. The hon. gentleman, I suppose, is aware, that the reason why we have been induced to take this up is that the corporation of Manchester has constructed a ship canal leading directly to the city of Manchester which is the centre, perhaps, of the very largest consuming population in England and we have deemed it expedient to endeavour to promote trade with Manchester. A very considerable trade has been developed, it is increasing and is likely to increase. The subsidy was formerly \$38,000 and it has been reduced to \$35,000.

Mr. BORDEN (Halifax). Are these boats supplied with cold storage or cooled chambers?

The MINISTER OF TRADE AND COMMERCE. Most of them are supplied with cold storage, but not all. I may also mention that these people have considerably exceeded their contract. They have given us more voyages than the contract called for. I think the chances are that the trade will not merely develop in a way that will make it a valuable trade for us, but if I am correctly advised the population around Manchester is so dense that within a circuit of between three and four miles there is now stated to be a population of nearly 8,000,000 people, almost all of whom are consumers and not producers of food stuffs; so that, if we can establish a trade proportionate to the consumption we will do very well.

Mr. BORDEN (Halifax). Is there any stipulation in the contract requiring the vessels or any number of them to be supplied with cold storage?

The MINISTER OF TRADE AND COMMERCE. Most of them are. The corporation of Manchester, who, I understand, are largely concerned in these vessels have, as perhaps the hon. gentleman knows, warehouses especially adapted to the reception of food products in which everything can be placed immediately on arrival. My deputy tells me that he believes that all but two are supplied with the requisite cold storage accommodation.

Direct monthly steam communication between Canada and South Africa, \$146,000.

The MINISTER OF TRADE AND COMMERCE. This we had under discussion some few weeks ago, as perhaps hon. gentlemen will remember, and I laid upon the Table the contract with the three firms who proposed to carry this on. Of course, nothing has been paid to them as yet. It depends entirely on the vote of the House.

Mr. HUGHES (Victoria). What ports will be called at?

The MINISTER OF TRADE AND COMMERCE. Cape Town, Durban and Port Elizabeth.