

It will be a rather difficult matter for my hon. friend to explain his inconsistent action under the circumstances.

Motion agreed to, and House went into Committee of Supply.

Department of Trade and Commerce—salaries including Mrs. S. S. Cox at \$650, notwithstanding anything in the Civil Service Act, \$12,800.

Contingencies, notwithstanding anything in the Civil Service Act, \$7,000.

The MINISTER OF TRADE AND COMMERCE (Rt. Hon. Sir Richard Cartwright). The committee will see that in salaries there is a slight reduction as compared with last year. The amount was \$13,790, and it is now \$12,800. The only increases are statutory increases of \$50 each and one of \$10 to a messenger. The reduction is chiefly due to the death of the late Mr. Nutting, who had attained the highest salary in his class. As to contingencies the amount is the same, but printing and stationery has been increased and sundries reduced.

Mail subsidies and steamship subventions—ocean and mail service between Great Britain and Canada, \$150,000.

Mr. CLARKE. What is the arrangement under which this service is being carried on?

The MINISTER OF TRADE AND COMMERCE. It is carried on by the Allans. The only difference between the former arrangement and the present one is that a different sum is paid according to the quality of vessel employed, ranging from £500 to £1,000 per round trip. The maximum is paid in the case of the fast vessels, the 'Bavarian' and the 'Tunisian' for the winter service. The summer service for these vessels is £750.

Mr. SMITH (Wentworth). Is the entire sum paid for carrying the mails, or do they render some other service?

The MINISTER OF TRADE AND COMMERCE. No other service. They carry freight in the ordinary fashion.

Mr. SMITH (Wentworth). How is it that some vessels get \$750 and some get £750?

The MINISTER OF TRADE AND COMMERCE. No, £500 sterling is the lowest sum paid for the round trip.

Mr. SMITH (Wentworth). A vessel getting £500 carries as much mail as one getting £1,000?

The MINISTER OF TRADE AND COMMERCE. No doubt, but she would not carry it as fast, and is not as good a vessel. I should greatly prefer to have four vessels of the size and class of the 'Bavarian' and 'Tunisian' than those we have.

Mr. CLARKE. What is the speed of these two vessels?

The MINISTER OF TRADE AND COMMERCE. Fourteen knots is the average speed of the 'Bavarian' and 'Tunisian.'

Mr. CLARKE. How long has this contract to run? Is it made annually?

The MINISTER OF TRADE AND COMMERCE. It is made annually at the close of the winter navigation. I think it runs until April, 1904.

Mr. CLARKE. Has the right hon. gentleman (Rt. Hon. Sir Richard Cartwright) anything in his mind's eye with respect to securing faster vessels for this service?

The MINISTER OF TRADE AND COMMERCE. Yes, we have; but I am afraid that, owing to various circumstances, we cannot very profitably enter upon a discussion of the fast service if that is what my hon. friend (Mr. Clarke) refers to. We received, as he is aware, a couple of tenders—but neither satisfactory to us—for a service of twenty-one knots and of sixteen knots. But they may serve—they are serving—as a basis of negotiation in some quarters. I have some expectation that we will be able to come to terms. But the demands of steamship owners and our ideas were rather far apart.

Mr. CLARKE. Are negotiations going on now with any company?

The MINISTER OF TRADE AND COMMERCE. Yes, with two or three.

Mr. CLARKE. In the hope of securing a fast service?

The MINISTER OF TRADE AND COMMERCE. To ascertain if we can obtain one on reasonable terms.

Mr. CLARKE. I thought the matter was practically dropped as there was nothing in the estimates—

The MINISTER OF TRADE AND COMMERCE. No, it is not dropped. We have a statutory vote, as the hon. gentleman knows.

Mr. CLARKE. But there was a great divergence of opinion among the ministers themselves as to the utility of the service. That is the reason I asked if the right hon. gentleman has anything in view.

The MINISTER OF TRADE AND COMMERCE. There are negotiations going on, but they are not in such shape that I can communicate anything.

Mr. CLARKE. So, we shall have to be content in the meantime with the fourteen and twelve-knot service.

The MINISTER OF TRADE AND COMMERCE. Yes, that is the best we can have for six months.

Mr. KEMP. I understand that the larger portion of our mail to and from Great Britain goes and comes via New York. Is there any expense to this government for that service?

The MINISTER OF TRADE AND COMMERCE. The steamship company receives,