

HON. MR. ABBOTT—I stated to the House that at present the greater part of the first-class trade goes by New York, and the reason is simply this: that the class of steamers which was first-class thirty years ago is not first-class now; that our neighbors to the south of us—or rather the English companies which are dealing with our neighbors to the south of us—have put on a class of steamers which excel the steamers coming direct to this country now, as much as the Allan line excelled the steamers that came to this country thirty years ago. Consequently, unless we place ourselves on the same footing as our neighbors to the south of us, as we have lost that class of trade, we shall not recover it.

HON. MR. McINNES (B.C.)—Therefore, the Allan line and other Canadian lines of steamers have not the same enterprise to keep up a class of steamers to retain that superior passenger traffic.

HON. MR. ABBOTT—I am sorry that my hon. friend is trying apparently to find a reason discreditable to our country and people for the change in the system. I am sure the hon. gentleman knows; at the same time, I will tell him what I think is the reason. In the United States there is a population of fifty or sixty millions of people who find their principal outlet to Europe, and *vice versa*, at New York. They were before us, as they are an older and richer country than ours, and by means of employing faster steamships they have drawn a greater passenger trade to their port; and the greater traffic required larger vessels and finer vessels, and the greater the travel the more they must consult the comfort and convenience of the travelling public. We are now by this Bill endeavoring to foster the traffic with the Empires lying on the other side of the Pacific, and it is for the purpose of meeting the requirements which we think the progress of our country is calling for that we propose to make these conditions and give this encouragement to these lines of steamships.

The motion was agreed to, and the Bill was read the second time.

BILL INTRODUCED.

Bill (150), "An Act to amend the Revised Statutes, Chapter 138, respecting

Judges of Provincial Courts." (Mr. Abbott).

DELAYED BILLS.

HON. MR. MILLER—I cannot fail to express my surprise that an important public Bill, appropriating a large amount of money, which passed the other branch of the Legislature yesterday afternoon, is not before the House, especially as we are under notice that Parliament will be prorogued to-morrow. There must be some fault with the officers of the other House, which ought to be inquired into.

HON. MR. ABBOTT—I think my hon. friend is quite right. I made some inquiry about the Bill two hours ago, and I was told it would be here in a short time. I will see that inquiry is made immediately into the cause of the delay.

The senate adjourned at 1:30 p.m.

SECOND SITTING.

THE SPEAKER took the chair at three o'clock.

Routine proceedings.

OCEAN STEAMSHIP SUBSIDIES BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (144), "An Act relating to Ocean Steamship Subsidies."

(In the Committee).

On the 3rd clause,

HON. MR. POWER said: I propose to make a few observations on this clause. It is the one which proposes to appropriate the sum of \$500,000 a year, which is equivalent to a capital of about \$12,500,000, for the purpose of subsidizing a line of swift steamers between Canada and the United Kingdom, making connection with a French port. I adverted at another stage of the Bill to the objectionable nature of the provision with respect to the French port, and I desire to call the attention of the leader of the House to the objection taken by the hon. gentleman from Montarville (Mr. DeBoucherville) and the hon. gentleman from DeSalaberry (Mr. Trudel), with respect to the difference