

consented last year, at the request of the government, to remove the 'Admiral' and replace her with a better boat. He went to England and secured a freight boat which he named the 'Restigouche.' This boat has been performing the service since the spring without a contract with the government. And I must say, the letters that I receive from my constituents are strongly to the effect that the 'Restigouche' is altogether unsuitable for the service. She is a good freight boat, but not suitable for passenger service. And, in a country where there are no railways, the question of passenger accommodation on the steamboat is a very important one. There were very few cabins on the 'Restigouche,' though a certain number have been added since she was put on this route. She is now performing the service in a more or less satisfactory manner without a contract; but, I presume that at the end of the season Mr. Connolly will come and ask the government to pay him for the number of trips he has made. There is published at Campbellton, New Brunswick, from which it is proposed to run this service, a newspaper called 'Events', which is a non-political paper, and I believe, fair in these matters. It speaks of this steamer service, which, it should be remembered, is not only for the people of that locality, but for the large number of tourists who visit this section in summer. The editor of this paper went on one of the trips of the 'Restigouche,' and he has given his impression in an article of two columns and a half in that newspaper. Of course, I have no intention of reading that article, but I may be allowed to read extracts in order to convince the right hon. Minister of Trade and Commerce of the necessity that exists for a change in this service. In a portion of his article the editor points out the requirements of a boat for that particular service:

What are the requirements for a boat for the Bay Chaleur?

Not too commodious, but staunch.

Quick in getting under speed.

Very responsive to her wheel.

Not drawing a great deal of water.

Good speed out of port and prepared for a little ice in a late season.

The 'Restigouche' is too long, while proportionately narrow, practically doesn't make a wharf at all, naturally slow in getting under speed, draws too much water, being a single screw boat is helpless to back water, and except under speed her helm is not of service.

In short as to her present requirements she is out of her element.

If she were here to make a through trip, Dalhousie to Gaspé for handling freight and accommodating passengers, with a little further care for those on board she would give good service, but that is not her work and far from it.

When the boat leaves Dalhousie at two o'clock in the morning, she has twenty-two or twenty-three stops to make before reach-

ing Gaspé at ten or eleven o'clock at night. Being a coasting steamer, she is expected to go as near as possible to the shore. But a boat drawing sixteen feet of water cannot go near the shore and people have to go out in small boats and wait, it may be for two or three hours, for the boat to come along. One of the stops is New Carlisle; but the first trip made by the 'Restigouche' she passed by the shiretown of Bonaventure without stopping at all, to the great disappointment of the people. She had through freight for Gaspé Basin, and did not stop. The editor of 'Events' describes her efforts to stop at Carleton, which is a well known summer resort. Where there is a splendid wharf with fourteen feet of water at high water:

Our first stop was Carleton, where in an effort to come to the wharf, it was sadly missed and the 'Restigouche' found herself getting into the beach sand in her strugglings to keep to her element. Reversing her screw (and those who purported to know said that except when dead still it is not permissible at all) the whole boat shook from bow to stern, but she finally got back and a second effort brought her up angling broadside on the narrow end of the wharf. We need not here enumerate the sailors' efforts but suffice to say almost two hours were required to secure her to the posts.

It will easily be seen that a boat of that kind is not suitable for this service. What is required is a boat drawing not more than ten feet of water, or twelve feet at the outside; a screw steamer that will break through the thin ice in Dalhousie and Gaspé Basin, in the month of April and keep up the service to the 1st of January. She should have proper passenger accommodation, and also be able to handle freight, because considerable freight is carried on that line. I have said these words in justice to my constituents, and I know that if the hon. member for Gaspé were in the House at the present time—he had to leave for Montreal this afternoon—he would have endorsed every word I say. I hope the right hon. minister will take steps which will result in an improved service next year. If calling for tenders publicly is the only protection we can have, I hope they will be called for early during the present season. It should be stipulated that this navigation should be kept up as long as possible, not merely at Dalhousie, because that is a landlocked basin where ice forms early in November, but be kept up for ten months in the year, where it can be easily kept up, in the Baie des Chaleurs. That is all I have to say. I once more thank the Minister of Trade and Commerce for the trouble he has gone to to secure us a good service, and I would ask him to excuse me for the trouble I have felt it my duty to put him to. The peculiar situation of these counties requires special attention to this steamship service.

The MINISTER OF TRADE AND COMMERCE. The 'Restigouche' has not given