

Mr. BORDEN (Halifax). It does answer the purpose of promoting trade between the West Indies and the maritime provinces, and the whole of Canada. I understand that the view the imperial government took was that it was desirable to encourage this trade, inasmuch as several of the West India islands have very excellent steamship communication with the United States, particularly with New York, and the trade of these islands was being very largely diverted to the United States. The trade of the maritime provinces with the West India islands has been very great in the past, and is still very considerable. This trade was formerly done by means of small schooners between the ports of Nova Scotia and New Brunswick and those of the West Indies. But the trade cannot be done in this way at present, but must be done by steamships; and the trade is not sufficient to maintain a line of steamers without assistance. The maintenance of this steamship communication has been so highly regarded by the imperial government that, as the hon. minister has said, they have made a contribution towards it.

Steam service between Victoria and San Francisco, \$5,000.

The MINISTER OF TRADE AND COMMERCE. This we are bound to carry out under the terms of confederation with British Columbia. It has been largely reduced from time to time.

Mr. BORDEN (Halifax). Is it a small service as well?

The MINISTER OF TRADE AND COMMERCE. I presume that some mails do go by this route, but since the recent development of railway communication along that coast, I fancy these steamers carry very little mail matter.

Steam communication during the season of 1903, i.e., from the opening to the closing of navigation between the mainland and the Magdalen Islands, \$9,000.

The MINISTER OF TRADE AND COMMERCE. This is carried out by the Leslies.

Mr. BORDEN (Halifax). What ports are touched on the mainland?

The MINISTER OF TRADE AND COMMERCE. The steamers go from Pictou, call at Georgetown and Souris, in Prince Edward Island, Amherst Island, Grand Entry, and Grindstone Island, in the Magdalen Islands. This is a weekly service.

Mr. BORDEN (Halifax). A mail service?

The MINISTER OF TRADE AND COMMERCE. Yes; it is performed by the steamer 'Amelia.'

Steam communication during the season 1903, i.e., from the opening to the closing of navigation between Prince Edward Island and the mainland, \$12,500.

The MINISTER OF TRADE AND COMMERCE. This is a daily service. George-

town to Pictou, Summerside to Pointe du Chene.

Mr. BORDEN (Halifax). By what steamers?

The MINISTER OF TRADE AND COMMERCE. The 'Northumberland' and the 'Princess.' This is a five years' contract. Tenders were called for, and this was the only one received.

Steam communication from July 1, 1903, to June 30, 1904, between Grand Manan and the mainland, \$5,000.

Mr. BORDEN (Halifax). What is the population of Grand Manan? Is this a mail service?

The MINISTER OF TRADE AND COMMERCE. The population is between 2,000 and 3,000. As the hon. gentleman (Mr. Borden, Halifax) knows they are a rather isolated community.

Steam communication during the year 1903, i.e., for not less than fifty-two full round weekly trips between St. John and Halifax, via Yarmouth and other way ports, \$10,000.

Mr. BORDEN (Halifax). There is an increase in this vote of \$3,000.

The MINISTER OF TRADE AND COMMERCE. Yes; it is proposed to make this a weekly service. It used to be thirty-two trips a year.

Mr. BLAIN. I suppose these vessels carry passengers and freight, as well as the mails?

The MINISTER OF TRADE AND COMMERCE. Yes.

Mr. BLAIN. Can the minister tell us whether there is an increase of trade and passenger traffic, and whether it looks as if this service would become self-sustaining?

The MINISTER OF TRADE AND COMMERCE. I am rather afraid, judging from past experience, that it will be a good while before it will be self-sustaining. The trade is considerable, but, as reported to me, there does not appear to be any very considerable increase, except, perhaps, in the passenger traffic. The passenger traffic of late has increased a good deal, but not the amount of freight. On the other hand, these vessels have, as a rule, carried pretty good cargoes. They call at a considerable number of ports along that coast.

Mr. COCHRANE. Why is it more necessary to subsidize a vessel running from one point to another on the Atlantic coast than it is from Kingston to Toronto on Lake Ontario?

The MINISTER OF TRADE AND COMMERCE. I have asked that question myself once or twice. It is to a considerable extent use and wont. I am inclined to think these services were inherited by us at confederation. Prior to confederation, I believe, the Nova Scotia government used