

whereby the Government would put one or more of its own steamers in the service between North Sydney and Port aux Basques, or between North Sydney and St. John. The minister is aware that the volume of business between various ports of Canada and Newfoundland is very large indeed, and that we have keen competition from American ports and American cities all the time. We have still only a comparatively small portion of the Newfoundland business as compared with the immense volume that goes to the United States. We have been doing very well for the last twenty years, but I feel that through the derangement of traffic facilities between the terminus of the Government railway at North Sydney and Newfoundland we may suffer a setback, and that would be much to be deplored. It is not a local question, because the larger centres of Canada with which Newfoundland is trading have much more at stake than we have in the port of North Sydney, but the conditions are much more apparent there than to a man living away from the terminus of the road, say at Montreal or Toronto. I wanted to bring this matter to the attention of the minister and I am very glad to learn he has been giving it consideration.

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

SUPPLY.

The House again in Committee of Supply, Mr. Steele in the Chair:

Mail subsidies and steamship subventions—Canadian Atlantic ports and Australia and New Zealand, steam service between, \$140,000.

Sir GEORGE FOSTER: This is the same service as in former years.

Mr. NESBITT: Is there a regular service between New Zealand and Canada?

Sir GEORGE FOSTER: This is from the Atlantic side. It is for a monthly service, and is being renewed for another year at the same rate. The service is carried on by the New Zealand Shipping Company. During the past two or three years it has kept up as well as it could the continuity of the service, but the service has been irregular because of the impossibility of getting ships. It is expected that this year they will be able to carry out the service regularly and give us a monthly voyage.

Canada and Newfoundland, steam service or services between, \$35,000.

Sir GEORGE FOSTER: This is the service to which my hon. friend from North

Cape Breton alluded before we went into committee. The service is carried on between the Intercolonial terminus at Sydney and Port aux Basques, which is the western terminal of the Newfoundland railway. The service has been carried on for a series of years, and under a good many difficulties, due to the war and other circumstances, for which this end of the service is not in any way responsible. The Newfoundland railway, which runs from St. Johns to Port aux Basques, has its difficulties, and they have not been lightened from year to year. It has been found almost impossible for this service to take care of the amount of freight that offers, particularly from Canada for Newfoundland ports, chiefly St. Johns, and other ports in that vicinity. Two boats of the company, I think, were sold in the early part of the war, as being particularly adapted to Russian service. Other boats have been put on of late, but the company has found it very difficult to get suitable boats to carry the traffic which has offered in recent years. My hon. friend is entirely right in saying that the interchange of products between Newfoundland and Canada, and particularly our exports to Newfoundland, have increased very rapidly during past years. I have here some figures which would indicate that to the House. Taking the series of years from 1896 to 1919, in 1896 the imports into Newfoundland from Canada amounted to two million and a third. They ran along the two million line until 1904, when they increased to \$3,500,000. Then along the \$3,000,000 to \$4,000,000 line until 1913, when they passed the \$5,000,000 mark. Then they ran from \$4,000,000 and up to \$5,000,000 in 1913, 1914, 1915, 1916. In 1917, the exports from Canada rose to \$7,500,000, in 1918, from \$7,500,000 to \$11,000,000, and in 1919 to \$12,770,000. That was a very large increase, which resulted from natural causes, and it is very satisfactory so far as Canada is concerned. Exports from the United States to Newfoundland amounted in 1896 in round figures to \$1,500,000. They ran between \$1,000,000 and \$2,000,000 until 1906, when they reached \$3,600,000, as compared with Canada's \$3,521,000. They ran between \$3,000,000 and \$4,000,000 until 1912, when they rose to \$5,000,000 compared with our \$4,818,000. They ran between \$4,000,000 and \$5,000,000 up to 1916, when they reached the \$7,000,000 mark. After that in 1917, 1918 and 1919, the United States exports to Newfoundland ran up to \$10,000,000, \$12,000,000 and \$16,000,000. So taking the series of years we were pretty well on a parity with the United States