

sages. If it was known the Government was ready at any moment to select the best vessels, the commercial community would have an inducement to compete.

Hon. Mr. MACPHERSON said the Canadian line of steamers was a credit to the country and its owners. Still it was not a fast line, or equal in this respect to the Inman. The passage from Quebec to Liverpool was between 450 and 500 miles shorter than from New York to Liverpool. There was a difference also in favor of our steamers in the smoother water of the River and Gulf of St. Lawrence, as compared with a portion of the American route. These advantages made a difference of at least two days' sailing in favor of our route and were our vessels equal to the best of the Inman—the "City of Paris" and others—the trip from Quebec should be two days shorter than at present. It should be our study, as it was our interest, to hold out inducements to ship-owners to employ faster vessels on our route, which would secure the carrying of other mails also. No one line should have a monopoly. Faster vessels would not only get the mails, but attract trade to the St. Lawrence.

Hon. Mr. CAMPBELL said the Dominion line mentioned was not in a position to offer tenders, so there seemed to be no object in calling for them. This line might hereafter be in a position to tender. All he thought necessary was, that we should have the mail service by the best line of steamers. He did not think too much stress should be laid on the matter of speed. It was not in the interest of public safety that we should over stimulate competition in this respect. Our past experience afforded us a sad warning and induced a change in the mail regulations, by which captains were allowed for detentions owing to fogs. This was a useful alteration, and for the last six or seven years there were no accidents by the Allan Line. Although the Inman steamers made quick passages, other New York lines, including the Williams and Guyon, which carried the mails, did not make as fast passages as the Canadian steamers. On several occasions the Canadian mails arrived in England sooner than the United States, though the Portland steamer left two days after the New York.

Hon. Mr. FERRIER said the keels of the new vessels of the Dominion Line, of which he spoke, had been laid down since the contract was made with the Allans, but hereafter it was desirable we should have two mails a week from our shores;

why should we not possess this advantage? (Hear, hear.)

Hon. Mr. REESOR also advocated the encouragement of other companies, and a second mail per week, for which the subsidy should be divided.

Hon. Mr. WARK said he had been led to expect the despatch of a line of steamers from Halifax to Valentia, the nearest British port, on the completion of the Intercolonial Railway, in order to the shortest possible trips, particularly in summer. The mail might be sent from Quebec to Halifax in twenty hours. He had always thought that both the United States and Canadian mails might to a great extent, be transported by this route, and that there should be quick steamers, carrying little freight, so as to be able to cross the ocean in five days.

Hon. Mr. CAMPBELL—No doubt when the Intercolonial is completed to Halifax, the mail service will have to be revised.

In reply to Hon. Mr. LEVELLIER DE ST. JUST,

Hon. Mr. CAMPBELL said he reserved power to have the mails landed at Bic, if necessary. His present desire was to have them landed at Father Point, if the dock should be completed there. It had been suggested that would be the best place for facilitating the delivery of the mails.

Hon. Mr. LEVELLIER DE ST. JUST—A landing could be made at Bic in summer, which would bring the mails nearer Quebec by some sixty miles.

Hon. Mr. SIMPSON urged the propriety of encouraging competition.

The bill was read a second time, referred to Committee, and reported without amendment.

Hon. Mr. FERRIER moved the second reading of the Royal Canadian Insurance Company Bill. Carried.

Hon. Mr. SIMPSON presented a petition from F. C. Capreol, for the assistance of the House in his effort to obtain remuneration from the Northern Railway for old time services.

On motion of Hon. Mr. CAMPBELL, the House adjourned.

May, 9, 1873.

The SPEAKER took the Chair at three o'clock.

After routine,

Hon. Mr. DICKSON announced that the Bill to incorporate the Royal Canadian Insurance Company had passed the Private Bills Committee, with an amendment.

Hon. Mr. RYAN called attention to the close resemblance, almost the similarity