

encountering an iceberg in a steamer sailing at 19 knots an hour is somewhat greater than at 14 knots an hour.

HON. MR. KAULBACH—The danger from icebergs is not very great.

HON. MR. HAYTHORNE—The hon. gentleman expects to have some experience of sailing in those waters in a few weeks, and perhaps when we meet here again he will be better able to give us an opinion on that question. There are times, as every gentleman who is in the habit of crossing the Atlantic knows, when even the comparatively small vessels we have of the Allan or Dominion line do not fill up with passengers. I have crossed myself several times when the vessels had not over one-third of the cabin passengers they were capable of carrying. Many of these were first-class vessels, and have carried royalty across the ocean—as safe, pleasant vessels as one would desire to be on; but if the exigencies of Canada require “ocean greyhounds” between the St. Lawrence and Great Britain, I, for one, am not disposed to gainsay it. I presume that those who advocate this system have weighed the matter carefully, and would not be ready to undertake the risk of putting so large a sum of money into such an enterprise unless they are satisfied that the thing is feasible. Of course, this large subsidy that we propose to give them is an important factor in the matter. It is to make up for any deficiencies in the taste of passengers who decline to travel on these northern waters at dangerous periods of the year. There is one point which, it seems to me, has escaped the notice of the former speakers on this subject. I do not know whether the Government have looked into it or not, but there is one thing that might greatly reduce the cost of running these lines. As most hon. gentlemen are aware, almost all the fast steamers of the Australian and New York lines are under contract with the Admiralty to serve as cruisers in case of war. For that purpose they have a permanent subsidy, whether they are engaged or not. There are some conditions that they have to comply with, as to construction and speed of their vessels, and it is supposed that this new line, which is to

create such a change in the fortunes of Canada, will have all the requirements demanded by the Admiralty of Great Britain, and might obtain a subsidy from that source, and in that way the expense of operating them would be materially lessened. With regard to sending a fast ocean steamer to call at a French port, it would be exceedingly injudicious; for, as the hon. gentleman who spoke last observed, it would almost be necessary to employ one more vessel on the route. I have seen myself, when a vessel arrived in port on Sunday, it would at times be wanted for service again before the week was out. That would leave, supposing she had to call at a French port, no time at all, even if the port were Southampton, to dispose of her home cargo, clean out her hold, and take in a new cargo in time for departure. The natural consequence of ocean travel is that a vessel sometimes has extra delay, and if she has extra service imposed on her the probability is she will not be ready on time, and a great additional expense in keeping the vessel will be incurred if she has to call at a French port. I notice that the San Francisco and Australasian mail service is performed by three vessels, and as far as I know it is done with fair regularity; but the service is only monthly, and if any of those vessels should be disabled by accident of course it would be almost impossible for them to perform their contract. They have certain ports to call at, it is true, but they are ports which are convenient for them, lying as near as possible in their route, and they call there for coaling purposes. Although I am not disposed to coincide with the views of those gentlemen who say that the Government are entitled to great credit for bringing up this measure for promoting steam navigation on the Atlantic and Pacific, at this late period of the Session, and in a manner which still leaves it uncertain whether they intend their ocean steamers to call at a French port or not (they have not decided even at what port they shall call), I cannot see that it displays very great ability or capacity on the part of the Government, although I do not know that they are amenable to any charge for adopting inland water routes. They have acquired a very much talked of railway, and that railway, in my opinion, would be incom-