

SUPPLY—TRADE AND COMMERCE—*Con.*

government, and principally the Minister of Trade and Commerce and the Postmaster General, for their work in bringing about this service, which will materially promote the prosperity of that part of the country, 2947.

SUPPLY—TRADE AND COMMERCE.

Mail and steamship subventions—Canada, China and Japan, \$229,000, 5034.

Foster, Hon. G. E. (Minister of Trade and Commerce)—5034.

The service was commenced as a monthly service, and it came afterwards to be a three-weekly service in the summer season. It is now proposed to put a fortnightly service between Vancouver and Victoria and Yokohama and China. There is a statutory subsidy amounting to \$120,000 that is available, and this sum of \$229,000 is asked for in addition, in order that a sufficient subsidy may be given for the maintenance of the service, 5035. If I had time to discuss it, I should immediately take issue with the statement that if you could not give British citizenship to any country in the world you should put up a prohibitive barrier and declare that there should be no traffic or transport between that country and Canada, 5037.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5035.

I agree with my hon. friend that the Pacific service is of the greatest importance, and that the relations between this country and the East are going to be multiplied to an extent which we have hardly any conception of at the present time, 5035.

Oliver, Hon. Frank (Edmonton)—5037.

Refers to Trade and Commerce report, 1912, and says the facts do not at all bear out what the Minister of Trade and Commerce said in regard to the progress of trade between these countries nor do they justify an increased subsidy to steamships running between Canada and these countries if the purpose of the subsidy is an increase of trade, 5037.

Pugsley, Hon. Wm. (St. John City)—5036.

How can we go on encouraging trade between Canada and Asia and then hope to prevent Asiatics from coming into our country? That is going to be a troublesome question, and it is already giving this government and the whole empire a great deal of trouble, 5036.

SUPPLY—TRADE AND COMMENCE.

Ocean and mail service between Canada and Great Britain, \$1,000,000, 5034.

Borden, Rt. Hon. R. L. (Prime Minister)—5062.

We are accused by our opponents in St. John of having interfered on behalf of Halifax. We are accused by our opponents in Halifax of having interfered on

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behalf of St. John. As a matter of fact, we did not interfere on behalf of one port or the other, but left the matter to be determined by the steamship companies themselves, 5062.

Foster, Hon. G. E. (Minister of Trade and Commerce)—5066.

I think my hon. friend has, not designedly, got in wrong on this question. I do not see how he comes to this conclusion. He says we pay \$400,000 more than we formerly paid and have no better service than before. Let us try it out, 5066. Fresh fish transportation referred to 5069-70.

Hazen, Hon. J. D. (Minister of Marine and Fisheries)—5048.

The respective merits of the ports of Halifax and St. John as mail ports have been matters of discussion for a good many years past, 5048. Quotations from the manager of traffic department board of trade, Toronto, and board of trade, St. John, 5049-50. The selection of the port will be left to the contractors themselves, and consequently I do not think any port has any right to find fault or to demand, as my hon. friend has demanded for Halifax, that it shall be named in the contract to the exclusion of all other ports, 5050.

Laurier, Rt. Hon. Sir Wilfrid (Quebec East)—5061.

I am a great believer in the Canadian route; and I believe that, even taking into account this great disaster, time will show that the route over the St. Lawrence is safer than any other, and that it will become in course of time the most popular of all, 5061-2.

Lemieux, Hon. R. (Rouville)—5063.

It is evident that under the present administration we are condemned to drink very often the cup of humiliation as regards our relations with the mother country, 5063. Letter from London Times quoted, 5065.

Maclean, A. K. (Halifax)—5034.

We are paying one million dollars a year for a transatlantic mail service, and consequently all Canada is interested in it. The people of Canada have the right to expect the adoption by the contracting steamship companies of that port which will deliver to Canadians the transatlantic mails in the speediest manner. I submit that if the mail-boats use Halifax as their winter port, the people of all Canada would receive their mail anywhere from twelve hours to twenty-four hours earlier than if the mails were landed in any other Atlantic port, 5044.

McCarthy, F. B. (Shelburne and Queens)—5046.

The matter of improved fast Atlantic steamship service is one which has been in the public mind for a great many years, and is associated always with the mail service, 5046. As responsible for the opera-