vice. The amount of subsidy was very large—some $54,000—about half as much as the Atlantic service cost. The Government would be glad to receive any suggestions from the representatives of British Columbia or other hon. gentlemen who had information on the subject.

Mr. DeCOSMOS said vessels of a proper size to do the business between Victoria and San Francisco could get all the coal they could take in at Vancouver Island. As to the capacity of the harbour of Victoria, it had been floating the largest vessels for eighteen years to his own knowledge. The accident to the *Panama* was due to the fact that the pilot took a wrong course.

The motion was carried.

THE LOSS OF THE PACIFIC.

Mr. DeCOSMOS moved an Address to His Excellency the Governor General for a copy of all correspondence or reports in the possession of the Government respecting the loss of the steamship *Pacific*. He said his object was simply to learn what had been done on the part of the Marine and Fisheries Department with respect to enquiries into that great disaster. He noticed an allusion to it in the report of the Department, and also mention made of rewards given for saving life. He believed some steps should be taken to make arrangements with the United States Government by which vessels of that country in our ports could be subject to the supervision of our officers.

It had been suggested that if an officer, well qualified to form an opinion as to the sea-worthiness of vessels, were appointed by the Government, that the existing danger would be to a great extent removed.

Hon. Mr. SMITH said they had no objection to bring down the papers on the subject. He might say that the Government was in no way responsible for this matter. The vessel was an American one and wrecked in American waters. With regard to the question as to how far they had power to supervise vessels coming to Canadian ports from foreign countries, he was not prepared then to state.

Hon. Mr. MITCHELL regarded the suggestion of the hon. member for Van-

couver as a most important one, and said it had occupied the attention of the Government for many years past. He considered that in the future there ought to be a clause inserted in the contracts entered into by the Government with owners of these vessels, providing that they should be subject to examination by an officer appointed by the Canadian Government. He spoke next of the necessity of the Government investigating the cause of all marine disasters, although he admitted there were a great many difficulties in connection with the prosecuting of such investigations.

Mr. THOMPSON (Cariboo) dwelt upon the necessity of the supervision of vessels carrying passengers and freight to Canadian ports. They all knew that the vessel in question had a certificate, but it had been granted by a negligent officer without examination. The *Pacific* was a mail steamer six months previously to the accident, at which time she was considered to be a good, although an old boat. This illusion, however, was dispelled when the collision occurred. He hoped the Government would be able to take some steps in the future to prevent the recurrence of such accidents.

The motion was carried.

THE TRANSPORTATION OF FREIGHT AND PASSENGERS.

Mr. DeCOSMOS moved for an Address to His Excellency the Governor General for a return shewing the respective sums paid in 1875-76 for transporting freight and passengers, in British Columbia, belonging to the Canadian Pacific Railway Survey—the said return shewing the rate per pound for freight, whether packed or waggoned, the distance carried and where carried; also the fare for each passenger, the distance carried and where carried; and also showing the persons other than Indians to whom the same may have been paid; also copies of any tenders and calls for tenders for transporting the said freight and passengers; also copies of any Departmental instructions issued to the Paymaster or Chief Engineer in charge of the Western Division of the C. P. R. R., or any correspondence respecting the giving of the said freight and