

was also employed in January, February, March and April, 1887, and ten days in May, after which he ceased to be employed. His wages were two dollars per day.

INTERNATIONAL REGULATIONS.

Mr. AMYOT asked, Whether it is the intention of the Government to submit to the proper party the draft of an international regulation, compelling the trading vessels of the Dominion of Canada to take the necessary precautions in the direction of making themselves distinguishable, during the night-time, from vessels of war; these vessels being thereby obliged to proclaim their non-belligerent character by some distinctive mark, most easily seen, by some mode of placing the masts, the yards, or form of hull, about which it would be impossible to make a mistake?

Mr. FOSTER. It is not the intention of the Government to submit to any party the draft of such an international regulation as is described in the question.

PROTECTION OF FISH.

Mr. AMYOT asked, Whether it is the intention of the Government to appoint for the Gulf of St. Lawrence and for the Canadian waters of the Pacific, magistrates provided with the necessary powers for the protection of the fish within the limits reserved to us by treaty; and also for the protection of sea-fowl and their eggs; these magistrates being obliged to reside on the coast itself and in the neighborhood of the places where the greater part of the depredations are committed?

Mr. FOSTER. The Government has its fishery officers appointed in the Gulf of St. Lawrence, as well as for the Canadian waters of the Pacific. These officers have magisterial powers, and they will be added to as is necessary for the proper protection of the fisheries. With reference to the sea-fowl and their eggs, that is a matter which is under the jurisdiction of the Local Government.

WHALE FISHERIES.

Mr. AMYOT asked, Whether it is the intention of the Government to prevent the whale fishery from being carried on during a certain period in Hudson Bay and vicinity? In case permission is granted to foreigners to engage in such fishery in Hudson Bay and vicinity, whether it is the intention of the Government to impose a license fee upon each vessel so engaged, and to prescribe the method in which such fishery shall be conducted?

Mr. FOSTER. It is not the intention of the Government to take any steps in that direction at present.

COLLISIONS ON THE HIGH SEAS.

Mr. AMYOT asked, Whether it is the intention of the Government, with the view of preventing as much as possible collisions on the high seas, to propose a law which will include the following provisions:—1. Prescribing to passenger-carrying steamships one track for the outward and one other track for the homeward passage, in order to divide what is now one course into two parallel courses; 2. Laying down a maximum speed in narrow channels in foggy weather; 3. Increasing the power of the lights carried, and bringing them more into harmony with the present high rate of speed possessed by these vessels?

Mr. FOSTER. That is a matter which is under the consideration of the Government.

HUDSON BAY SALMON RIVERS.

Mr. ANYOT asked, Whether it is the intention of the Government to lease out the salmon rivers emptying into the Hudson Bay or in its vicinity?

SIR HECTOR LANGEVIN.

Mr. FOSTER. That is under the consideration of the Government.

POSTMASTER, VICTORIA, B. C.

Mr. McMULLEN asked, Whether Robert Wallace, late postmaster at Victoria, B. C., has been superannuated? If so, what is his annual retired allowance under the Superannuation Act? Has time been added to his term of service? If so, for what reason? What was his salary at time of retirement; who has been appointed in his place, and at what salary?

Mr. McLELAN. Mr. Wallace has been superannuated. The amount of his annual retiring allowance is now under the consideration of the Treasury, upon an appeal. No time has been added to his term of service. Mr. Webster has been appointed. His salary on retirement was \$2,400. Mr. Noah Shakespeare has been appointed in his place at \$2,000.

ALBERT RAILWAY COMPANY LOAN ACCOUNT.

Mr. ELLIS asked, What is the total amount of the Albert Railway Company loan account? To whom was the money paid? What security has the Government for the advances paid? Is the Albert Railroad now in operation?

SIR HECTOR LANGEVIN. The total amount voted as a loan was \$15,000. There has been paid direct to the company on account of the loan, on reports of the chief engineer, and authorized by Order in Council, \$13,778. The Government holds as security a mortgage on the road executed by the president and secretary of the company. I am not aware whether the road is now in operation or not.

SUBMARINE CABLE FROM PELEE ISLAND.

Mr. PATTERSON (Essex) moved for:

Copies of all petitions, correspondence and reports respecting a submarine cable between Pelee Island and the Mainland.

He said: Although this public improvement for which we ask is in a portion of the country from which I come, still it is a matter of public interest, and one which all those who are interested in our inland marine should heartily support. Most of the wrecks which occur on Lake Erie occur in places which, if they were served by this cable, would not witness so many wrecks, and a great many more lives and property would be saved, and these lives and this property would have been saved if this cable had been laid down a few years ago. I hope the Government will see their way to going on with this work during the present summer. It is a matter of great importance to our vessel owners and to those engaged in our lake trade, and I think that all the details have been in the Department of Public Works for some years. I would be glad to see that the Government would deal with the matter without further delay. Last autumn some work was proposed to be done, and I do not hesitate to say that the construction of a submarine cable would be paid three times over by the cost of the loss of property which takes place. When a wreck takes place, the sending over to Windsor or some other port, and the cost of telegraphing from that place to the port where relief can be found causes a great deal of difficulty before the relief can come to the vessel which requires it, but if we have a submarine cable to the nearest wrecking point, a great quantity of property will be saved by the expedition with which the saving party will arrive at the wreck. I urge this question on the favorable consideration of the Government. It is not a local matter but it is a Dominion matter. It is a matter which should engage the attention of the Government at once, and particularly in view of the fact that the American Government are now