

ington has from time to time forwarded to this Government copies of all the resolutions and of all the proceedings in Congress, respecting the Fishery Treaty.

INLAND WATERS' FISHERIES.

Mr. MITCHELL enquired, Whether the Government have taken any steps, by correspondence or otherwise, for the purpose of arranging for or regulating the fisheries on the inland waters of the Dominion, in view of the recent decision of the Supreme Court, which has altered the relation to and the powers exercised by the Dominion Government over those fisheries; and if so, whether any arrangements and what have been come to on the subject?

Mr. McLELAN. I may, say for the information of the hon. gentleman, that no correspondence has passed between us and the Local Governments on this matter. At least there has been no official correspondence on the subject with me, as the head of the Department of Marine and Fisheries; but several interviews have taken place with the members of the Governments of Quebec and New Brunswick; but there has been no official correspondence, and no arrangements have been made between the two Governments—between the General and those Local Governments, respecting this matter.

HYDROGRAPHICAL SURVEY OF CANADIAN WATERS.

Mr. FORTIN moved for copies of all correspondence between any members of this House or other persons and the Government, in relation to the hydrographical survey of the Great Lakes, the River and Gulf of St. Lawrence and the other maritime coasts of Canada. He said: Before the motion is put to a vote, I would like to address some remarks to the House. The idea of having a hydrographical survey of the River and Gulf of St. Lawrence, and the other maritime coasts of Canada, is not new to me. I spent many years on the Gulf of St. Lawrence, but it was not long until I discovered that, in one respect at least, we were behind our neighbors. Whilst in the United States there is the coast survey under the department of the navy—which survey has been engaged for many years in perfecting the hydrography of the sea coasts of that country, in sounding their harbors and rivers, and describing the changes which take place in them from year to year—whilst the lakes are surveyed by the topographical survey which is attached to the American army, and whilst they issue those excellent charts that are not surpassed in the world, we, on the other hand, have had very little of such surveying done. The surveys of the Gulf and River St. Lawrence were made by hydrographical officers of the British navy many years ago. The work was an excellent one, and I wish especially to mention here, in the most honorable terms, the name of Captain Bayfield, who, for many years, surveyed the coasts of the Gulf of St. Lawrence. But it must be remembered that this work was done thirty years ago, and since that time we have only had hydrographers engaged at the work during a couple of seasons. I remember that one of the large vessels belonging to the fleet of the Allan's, when they were in the habit of passing between the Island of Anticosti and the north shore, passed close to the said north shore, and became stranded on a large ledge opposite the mouth of the River Coacochoo, which is not marked on the chart. The weather happened to be fine, else the vessel would have been lost; but as it was, she was extricated. About that time, when I was cruising on board of *La Canadienne*—the vessel employed for the protection of the fisheries—we were stranded on a rock opposite Wash-shee-cotoi River, over which there was only nine feet of water, and it was not indicated on the chart. I find no fault with hydrographers

Mr. McLELAN.

like Bayfield, who toiled for so many years in performing that service, but it is well known that the hydrography of a coast is never complete. A rocky coast may not change, but along sand and mud banks and at the mouths of rivers constant changes are taking place; and this must especially be the case at the mouth of that mighty river the St. Lawrence which drains so immense an area of country. The circumstances are not the same now as they were fifty years ago. At that time Upper Canada, drained by the great lakes and their connecting rivers, was only partially settled, while in Lower Canada the back country was hardly settled at all; but to-day the most of the valley of the St. Lawrence, and the country along the great lakes and rivers, is settled, and as a consequence it is drained almost to perfection; and in the spring time, when the snow thaws, and in the fall, during a continuation of heavy rains, there is an immense body of water running down into the St. Lawrence, and this water rushes down at an immense speed—a fact which is noticed not only by the fishermen but by the mariners as well. The changes in the currents which are made by this drainage, are of course not indicated by the charts. I find that on many points along the St. Lawrence, such as the Traverse, the harbor of Quebec, as well as in Lake St. Peter and other places, great changes have taken place during the last thirty years. Yet we have to use the charts that were made by Captain Bayfield, which have not been altered for the last twenty or thirty years, and upon which, therefore, these changes are not indicated. I am glad that the hon. member for Algoma (Mr Dawson), has brought before the House the necessity of making a re-sounding of the lakes—a necessity which has been made apparent by the terrible accidents of the last few years, by which so many lives have been sacrificed. As I said before, the necessity of such a survey of the lower waters of Canada was known to me long ago, but I was afraid to bring the matter before the House or the public, because I feared the people would not be convinced by my simple words, so I waited for an opportune time, and that time has come. I attach great importance to this matter, because, as I have pointed out before, I regard the St. Lawrence as a great element in the future of Canada; and if the House is not tired I will read a few words of what I said on the subject some years ago:

"This country, that is Canada proper, without the North-West and the Lower Provinces, had been described as a narrow strip of land traversed by a large body of water. We might reverse that proposition, and say that Canada consists of an immense and magnificent water-course, with a strip of land on either side. This magnificent sheet of water, composed of the lakes of the River and Gulf of St. Lawrence, is the pride and hope of Canada. By it the early pioneers of Canada were enabled to penetrate in the very heart of the country and discover the great North-West Territories, and through it civilization spread from the East to the West, from the Atlantic to the Pacific, and up the valley of the Ottawa. The motto of this city and seaport is '*Natura fortis, industria crescit.*' We should be able to say of the magnificent St. Lawrence water-course: '*Natura potens, industria crescit.*' What has been the hope of this country from the beginning? It is that by means of this water-course we may become the carriers of the trade of the Far West. That has been the hope of Canada, and if we acquire that, we acquire wealth and power."

These are words which I uttered in Quebec some years ago in a lecture I delivered on the signal system. Now, we must do something for the St. Lawrence because the shipping trade of the river is not increasing so fast as many people believe. I have taken the trouble to enquire as to the amount of tonnage that came to the ports of Montreal and Quebec in 1872, 1877 and 1882, and I find that, in 1872, it was 1,094,883, in 1877, 1,133,898, and, in 1882, 1,030,736. Thus we find that instead of the tonnage increasing it has actually receded from 1872 to 1882 about 60,000 tons. These figures show the urgency of this matter, and should stimulate us to try to decrease the dangers of navigation of the St. Lawrence. In order to do that you must show the mariner not only the right way to go, but where the dangerous currents are; and that is the reason I recommend