

Sir HECTOR LANGEVIN. (Translation.) In answer to the hon. member for Dorchester (Mr. Lesage), I must say that the Government will not fail to take into consideration the suggestion which he has just made, with regard to an instrumental survey, in order to obtain the greatest possible amount of scientific information concerning this route, and the Government will not fail to take into account the suggestion of the hon. member. As to the amendment moved by the hon. member for l'Islet (Mr. Casgrain), I would ask him to limit himself to the word "instructions" and not to ask that the correspondence should be brought down. Correspondence of this kind is never laid on the Table of the House, for, being exchanged between engineers and acting engineers it is of a confidential and private nature, and as such is never laid on the Table. As to the instructions, given they must be brought down the moment they are asked for by the hon. member. In consequence, I shall ask him to withdraw from his amendment the words "and correspondence."

Mr. LAURIER. (Translation.) It seems to me that there can be no objection to laying the official correspondence on the Table of the House. Of course my hon. friend has no intention of moving for the confidential correspondence.

Sir HECTOR LANGEVIN. (Translation.) This correspondence will be comprised under the term "instructions." But if he adds the word "correspondence," the hon. member must see that the whole correspondence between an engineer and an acting engineer—which is of no interest whatever to the public—must be laid on the Table. The official correspondence, that, for instance, which refers to the instructions given by the engineers, will be included in this return.

Mr. LAURIER. (Translation.) The correspondence cannot be comprised in the word "instructions." The word "instructions" is well defined and can be readily understood by itself as well as the word "correspondence," which has also its meaning by itself. No correspondence of a purely confidential nature between the Government and the engineers can be laid on the Table of the House, and my hon. friend does not intend to ask for such papers, but the official correspondence exchanged with the engineers, and their instructions ought to be brought down.

Mr. CASGRAIN. (Translation.) To avoid further discussion, I will add the word "official" before the word "correspondence."

Motion, as amended, agreed to.

CUSTOMS COLLECTIONS IN ALGOMA.

Mr. DAWSON moved for:

Return of all Customs collections in Algoma during the six months ending 31st December, 1884, showing the amount collected at Port Arthur and its outports, and at Sault Ste. Marie and its outports, respectively; also, the amount collected at Spanish River and such other stations in Algoma as report to Collingwood.

He said: At this period of the Session, I fancy there can be no impropriety in members alluding somewhat to local matters, as there is very little else going on just now, and I desire to call the attention of the House to the fact that the Customs revenue in Algoma is increasing very rapidly and becoming an important item in the revenues of the country. Up to the end of the last fiscal year, the Customs revenue at Sault Ste. Marie was \$23,808.95, and at Port Arthur \$199,734.75, while at Spanish River there were collections which I cannot exactly make out, as that part of the district reports at Collingwood, but which I assume to have been about \$6,000, making altogether an amount collected in Algoma of \$229,543.70. Now, Sir, that is a very good showing for such a young

country as Algoma, and I believe the revenue during the year now current will be quite as great as that during the last fiscal year. It is quite evident from this that the population of the district is increasing very fast, and indeed it is so. We hear a great many complaints of an exodus from other districts, that the people are running off to the United States and flying in every direction away from Canada. We hear that very often, but it is a very different story in Algoma. The population is increasing, settlers are coming in every day, and the people who have been lost from other districts are now in Algoma. I believe that is very largely the case. At the last census, the population of Algoma proper was only 20,000, or a little over, and that of the disputed territory 8,000 or thereabout, making altogether 28,000 people in the immense district of Algoma, that is some four years ago. Now, according to the best estimates that can be made, the population is up to 55,000. Port Arthur alone has increased from 2,000 to 6,097, according to a census taken last fall by the municipal authorities. Here we have an instance of the population increasing; there is no exodus from that part of the country. On the Manitoulin Island the population, which was barely 10,000 at the last census, is now estimated by the people themselves to be 13,000 or 14,000. On the north coast of Lake Huron settlement has also been increasing very rapidly, especially back of the Bruce Mines, in a section which used to be considered the most barren part of the whole district; settlements now extend 40 miles back in that particular section. I am sure this House will be much gratified to learn that we have at least one part of the country which is filling up very fast, and where the people are very comfortable and are doing well; in fact, I think they do much better, or at least as well, in these wooded countries as in the prairies of the west. Now, as another evidence of progress, and which is also connected with the motion, I may refer to the increase of the shipping of Algoma, which a few years ago was inconsiderable. The shipping at Port Arthur during the season of navigation of 1884 was as follows:—

	Number of Vessels.	Tonnage.	Tons Freight.	Crews.
Canadian.....	600	407,186	158,315	16,680
American.....	258	95,100	134,577	2,937
Totals.....	858	502,286	292,892	19,617

That is a very satisfactory showing for such a short period—all within two or three years since the district began to grow up. But while the shipping and the trade of that country have been increasing so fast I am happy to say that the losses in shipping from accidents during the past summer have been less than formerly. There have not been so many vessels lost; but still a great deal too many. Last year the hon. Minister of Marine brought forward an Act for inspecting vessels, and I must say that since then the duties of inspectors and all people connected with the shipping, have been pretty well attended to, and the condition of affairs that now exists is in a great measure due to the better supervision exercised by officers employed by the Government. Still, there remains a good deal to be done, as appears from statistics. In Lake Superior there were eight vessels wrecked by heavy weather, with a loss of \$15,000; there were collisions of 12 vessels, involving a loss of \$84,000; stranded, 24, involving a loss of \$50,000; disabled, 8, which were repaired again, involving a loss of \$10,000; ashore, 7, involving a loss of \$66,000; sprung a leak, 7; exploded, 1; total 67 vessels, involving a loss of \$250,000. It thus appears that a good deal is still to be done in the way of a better supervision of vessels. But a good beginning has been made. Fortunately there has been no serious loss of life during the past summer—indeed I think only five or six all told were lost