

good friends for several years in this matter. Although he applies the term "masterly inactivity" to me, nevertheless he may be sure that if I could have obtained a decision before it would have been given: but there were great difficulties in ascertaining, first, whether this was a military road, and then whether it belonged to the Province of Ontario or to the Dominion. Finally, after having obtained what information we could on the subject, the whole matter was referred to the Department of Justice, which, after careful investigation, decided that it belonged to the Province of Ontario. The hon. gentleman says that the bottom has disappeared in some places. Well, we cannot help that, but at all events what remains has been declared to belong to the Province of Ontario. An Order in Council was passed to that effect and sent to the Government of Ontario. Dr. Walker has made a claim, but I must be excused if I do not discuss that claim here, because it must be considered elsewhere, and if Dr. Walker has a good claim, of course it will have to be decided in his favour. It would not be convenient, however, to discuss a question of that kind here. The proper place is in the department, and most likely the final decision will be given by the Department of Justice. The papers will be brought down.

Motion agreed to.

H. M. S. *LILY*—RESCUE OF CREW.

Mr. EDGAR moved for:

Copies of all papers and correspondence in the Department of Marine and Fisheries, relating to the saving of the lives of part of the crew of H. M. S. *Lily*, wrecked on the coast of Labrador, in September, 1889.

He said: It is not often that a member of this House has so agreeable a duty to perform as I have on this occasion. I have been asked to bring before the House an instance of remarkable bravery and heroism displayed by the family of a Canadian lighthouse-keeper, the story of which should be known from one end of Canada to the other. I am not personally familiar with the facts, but they have been vouched for, and I have been requested to bring them forward by a gentleman whose name is a household word in Canada for everything that is kindly and chivalrous and true. It is only necessary for me to mention the name of the Hon. J. G. Joly, of Quebec, as the gentleman who asked me to bring this matter forward, to satisfy the House in advance as to the merits of the case. It appears that H. M. S. *Lily* was wrecked in the Straits of Belle Isle in September, 1889, and the following are the circumstances of the case as given by Mr. T. Wyatt:—

"The wreck of H. M. S. *Lily* took place on the 16th September, 1889, between four and five in the afternoon, at Forteau Light Station (marked on the maps as Pointe Amour, Straits of Belle Isle, Labrador coast) during a terrible gale from the south-west, and one of the thickest fogs ever seen there—what we call a black fog. Our fog-alarm had been sounding regularly for the last eighteen hours. Between 4 and 5 p. m. my son, Thomas Wyatt, who was in charge of the fog-alarm, and has since succeeded me in the charge of lighthouse-keeper at Forteau, heard the sound of a steamer's whistle, out at sea, followed immediately by two short blasts. He ran down to the water's edge, and heard a steam vessel, which he could not see, owing to the fog, blowing off steam, and soon after heard loud screams and saw a number of men struggling towards shore, in a terrible surf.

"My son ran up at once for ropes, which he brought down, accompanied by two men, Jack Davis and William Sir HECTOR LANGEVIN.

Cannon, and by my wife, my daughter, eleven years old, and our maid servant, who helped the men to carry the ropes. My son, with a rope around his waist, the end of which was held ashore by the two men above mentioned to prevent the under-tow from dragging him out to sea, rushed into the surf.

"He had a heaving line in his hand, which he flung to one man and brought him safe ashore: then he saved two more in the same way. He then attempted to save a fourth, who was so helpless that the sea was rolling him over, but ultimately he managed to tangle his heaving line around him and brought him near enough to take him up in his arms and carried him ashore, senseless.

"He went in again and managed to throw his line to an officer, whom he brought ashore safely. In attempting to save a sixth man, a coloured sailor, he was drawn out by the under-tow and drew after him the two men who were holding with the rope, and nearly perished.

"Twenty-one men managed to reach the shore, that evening, in a state of exhaustion, some with no clothes on, having stripped to save themselves; seven perished in the attempt. Knowing how little chance those who had remained on the wreck had of reaching shore by swimming in such a surf, Thos. Wyatt attempted to make them remain on board, he ventured out in the surf as far as possible, and shouted with a speaking trumpet, but they could not understand him. One of the officers saved, then asked him if he could telegraph by the sound of the fog-horn. Owing to the construction of the new fog-horn actually in use, he could not do so with it, but he ran to the old steam whistle, not in use, a quarter of a mile away, got up steam, and with some knowledge he had of telegraphing and the help of one of those who had been saved from the *Lily*, a signal man, who was so weak that he had to be supported while he pressed my son's arm, heavily for a long sign, lightly for a short one, so as to indicate the different letters, he succeeded in sending the following message to the *Lily*:—"Stay on board if possible. Don't attempt to come ashore; life-line fouled on rocks in bottom, midway."

"This was the means of saving valuable lives among the seventy or eighty men still on board. They waited until the next morning, when the sea went down considerably, and they were then able with a small boat, the only one left to the *Lily* (as all her other boats had been smashed in launching, except one that only landed next day) to bring a life-line ashore from the wreck; a hawser was stretched and a boatswain's chair rigged, by means of which all those remaining on board were saved, the captain being the last to leave the ship.

"When all the survivors were crowded in the lighthouse the order was given 'hats off,' and the chaplain of the *Lily* returned thanks to God and all joined heartily in the Lord's prayer.

"The lighthouse-keeper's wife and children did all they could to comfort the poor sailors (my wife even clothing some with her own clothes). They gave them all they had, provisions, blankets, everything, and spared themselves in no way in nursing those that were saved through the surf and were almost gone when they reached land. The names of the officers of the *Lily* that I can remember are:—Commander, Gerald W. Russell; First Lieutenant, John G. Hewitt, and Henry W. Sharpe.

"The old lighthouse-keeper, in giving this account, says he does so, not for the sake of reward, but that our country may know that the Canadian lighthouse-keepers can do their duty, and that their wives and children will stand by them, with open hearts and open doors, to relieve those in distress.

"It appears that these services have been promptly acknowledged by the Lords of the Admiralty. Sir Baldwin Baker, Baronet, Captain of H. M. S. *Emerald*, on arriving in Forteau Bay in the spring of 1890, sent for young Wyatt, and on the deck of his ship, in the presence of officers and crew, presented him with a beautiful clock, on which was engraved the following inscription:—

"Presented to Mrs. Wyatt, Mr. Thomas Wyatt and the members of their family, by the Lords and Commissioners of the Admiralty, in recognition of their valuable assistance and kindness and hospitality on the occasion of the wreck of H. M. S. *Lily*, September, 1889."

Now, when the ponderous machinery of the Imperial Government was set in motion and the services of these people were recognized publicly so long ago as the spring of 1890, I would be sorry to hear that the Canadian Government had not done its duty in that way. I am informed that this young man Wyatt has already succeeded his father in the position of lighthouse-keeper, and that, I have no doubt, is some practical acknowledgment of his