

shipped inland to Quebec, Montreal, and the Canadian West, is now being gathered up by Americans. I have specific information on this subject, and hear on reliable authority that some Gloucester firms in the State of Maine have sent agents this winter to the coast of Gaspé to gather up the fish which could not be shipped last summer through lack of shipping facilities. So much for the mainland.

Motion agreed to.

PICTOU-MAGDALEN ISLANDS STEAMER SERVICE.

Hon. RODOLPHE LEMIEUX moved:

For a copy of all telegrams, letters, petitions and all other correspondence and documents, concerning the service of the steamer *Amelia* between Pictou and Magdalen islands.

He said: This other motion deals with the steamer service between Magdalen islands and the mainland. The situation in that section of the country as regards shipping facilities is just about the same as it was some years ago when I was in the Government, representing the county of Gaspé. I then induced one of the large ship-builders of Nova Scotia to build a steamer adapted to the peculiar service between Pictou, Prince Edward Island and the Magdalen Islands. The *Lady Sybil* was built, but when war was declared she was sold by the owner to the Admiralty, at a very high figure, if I mistake not. The department then gave the contract to the Magdalen Islands Steamship Company which owned the steamer *Amelia*. I need not weary the House with the many complaints which have come to the Minister of Trade and Commerce and myself with regard to the very poor service given by the *Amelia*. I quite understand that it is very difficult under present circumstances to get ships, but it does seem to me that the people of the Magdalen islands, isolated as they are for several months of the year, should be given special attention. While I am on this subject, let me tender my hearty thanks to the new Minister of Marine and Fisheries (Mr. Ballantyne) for what he did last fall, when navigation was closed between the Magdalen islands and the mainland. The steamer *Amelia*, as I have said, was very inferior, was unable to carry the freight that offered and was unfit to carry passengers. I appealed to the Minister of Marine and Fisheries to send the Government ice-breaker, the *Stanley*, to the Magdalen islands, and the hon. gentleman was kind enough to consent to send the *Stanley*, not

only once but twice, much to the relief of the very thrifty population which has found its abode there. There are on these islands nearly six thousand people, earning their living chiefly by fishing, and also by agriculture. Perhaps I might give to the House an account which appeared in the *Toronto Globe* of February 6th of the arrival of the steamer *Stanley*, and the feeling of satisfaction the people of the Magdalen islands had on seeing her breaking her way through the ice and bringing them the necessaries of life for the winter season. The despatch reads:

Charlottetown, P.E.I., Feb. 6.—H. H. Acorn of Souris, agent there for the Magdalen Islands Steamship Company, has arrived here on return from the islands. He went down there in the Dominion Government steamer *Stanley*, sent by the Government with a cargo of foodstuffs from Pictou and Souris. She reached there on Saturday last, after battling two days and nights with solid, heavy field ice from one to three feet thick, for a distance of forty miles. The ice was encountered after leaving East Point, and extended in an unbroken field, without a lead or a crack as far as the eye could see. It was so heavy in places that the steamer could not go more than half her length without bucking, while twice she stuck so hard that the crew were obliged to use slice bars for more than an hour to release her, and on Friday afternoon she covered only six miles in three hours.

Fully five hundred people gathered at the breakwater at Amherst Island to greet the *Stanley* with rousing cheers and see for the first time an ice-breaker in action.

The cargo was discharged on Saturday night during a snowstorm, with the temperature eighteen below zero, and on Sunday morning the steamer sailed for North Sydney, arriving there Monday morning.

Kerosene and Gasoline Lacking.

Mr. Acorn reports that the islands are now well supplied with food and fuel, but there is a great shortage of kerosene oil. Many families are now without lights in their homes, except for cases of sickness, whilst none will be able to use more than one light during the winter.

There is practically no gasoline on the islands, and the fishermen will be greatly hampered in their spring work; in fact, no fishing can be attempted to any extent until a stock of gasoline arrives. There are now 100 drums of gasoline at Pictou and 64 at Souris awaiting shipment, but these could not be carried on the *Stanley* without spoiling the flour, meat, etc., which made up most of her cargo. The people are also in need of a large quantity of stock for repairing their boats and fishing gear. This stock is till held over at Souris.

The people are warm in their praise of the Marine Department and Captain Rowe in coming to their relief, and hope to secure the *Stanley* for a trip in early spring.

This morning I received the following message, which I believe was also sent to the Minister of Marine and Fisheries: