

immigration, this route will have the great advantage of avoiding the long land carriage, and more especially the transit through the United States. On the success of our immigration depends the future prosperity of the North-West. It is well known that emigrants coming from Europe are, to a certain extent, sifted while passing through the United States, and it is only those possessing great energy and capital who push through the States of the Union and reach the North-West and settle there. By having a direct sea communication with England emigrants would be able to reach our shores without passing through foreign territory, and being subjected to the temptations of agents. The people of Manitoba are fully alive to the importance of this matter. This Parliament has already chartered two railway companies to place the farming lands of the North-West and Hudson's Bay in direct communication. The chief engineer of one of the railway companies made a survey last year and reported that no considerable engineering difficulties existed in the way of constructing a line between Winnipeg and any point in Manitoba and the shores of Hudson's Bay. With the construction of these railways, with the surveys that the Dominion Government are asked to make, with the attention which this question is attracting in England, I believe the day is not far distant when, in speaking of the great North-West Territory, we will speak not only of its agricultural resources, but also of the unlimited wealth that abounds in its waters and especially in the inland seas that indent its shores; and I believe that, in the completion of the Pacific Railway and the establishment of the Hudson's Bay route, there is a brilliant prospect for the future destinies of Canada.

Mr. DAWSON. I may mention with respect to the resources of Hudson's Bay, that I have a return showing that the annual value of the catch of the American whaling fleet in Hudson's Bay, for some years, was as follows: In 1863, \$177,000; in 1864, \$427,000; in 1865, \$238,000; and, in 1866, \$200,000. Why, Sir, you have in these four years no less than nearly \$1,000,000 as the value of the exports; and this only relates to a portion of the products of that region. This shows what we might look for in the future in the event of improved communication with that great sea being opened up.

Sir JOHN A. MACDONALD. I am very glad that my hon. friend has moved in this matter, and I am sure that the House has listened with great interest to his speech on this subject. It has not escaped the attention of the Government that there is, in the future, a great prospect of wealth and prosperity being created in connection with the fisheries and mineral resources of Hudson's Bay. I do not know that there is any precise information to be found in our Archives as yet in this regard; but any and every information in this relation at the disposal of the Government, in any of the Departments, will be at the disposal of the hon. gentleman and of this House. There are three railways now procuring Acts of incorporation for the purpose of connecting older Canada with Hudson's Bay: two to Hudson's Bay proper, and one from a point on Lake Superior to Hudson's Bay. These projects are in the hands of gentlemen whose names are guarantees of respectability and wealth, and of enterprise; and the question—and of course the great question of all—at issue as to is the navigation of Hudson's Bay and Straits. I may say, that, at this moment, there are unofficial communications passing between Sir Alexander Galt and the Admiralty, for the purpose of ascertaining whether the Admiralty will be willing to enter into some joint arrangement with Canada for the survey of Hudson's Bay and Straits, by putting on this work a vessel fitted out for navigation in the Arctic seas, and arranged to undergo all the casualties to which arctic voyagers and ships are

Mr. ROYAL.

liable; sending her to cruise about in Hudson's Bay and straits, and in the waters approaching the straits, for the purpose of ascertaining beyond doubt the length of time, during which there is a probability every season of these straits and Hudson's Bay being open to navigation. I think it is not at all improbable—in fact, I have some reason to believe that it is probable—that the Admiralty and Her Majesty Government will be prepared to aid in accomplishing this object, either by furnishing a vessel, or by contributing to the expense of such a survey. I suppose, at all events, that this will be the case. The information requested will be brought down. I would, however, ask my hon. friend to be kind enough to communicate with the Departments, both of Fisheries and the Interior, in order to point out the exact information which he would like to get, as he says, truly, it would be inexpedient to make mere copies of reports, some of which are important and some unimportant; but information which would be useful to the House should be extracted from them. I do not say that there is very much information on this subject in our possession—obtained since what we had was laid before the Committee which sat in 1878; but we have some fresh information pertinent to this matter, and this will be furnished.

Motion agreed to.

EXTENSION OF THE WHARF AT ST. JEAN PORT JOLI.

Mr. CASGRAIN (Translation) moved for copies of all correspondence relating to the construction of the extension of the wharf at St. Jean Port Joli, County of L'Islet, together with offers made for superintending the works; of appointments, if any; of plans and specifications; of tenders asked for and received, if any; for materials and construction, the whole from the date of the vote to that effect at the last Session of Parliament. He said: Mr. Speaker, my object in making this motion is to find out the reason why the Government have not thought proper to spend the sums voted at last Session for the extension of that wharf. I say that if the Government have thought fit to discontinue the works they had commenced, we are entitled to know the reason. It is very important for the people of the neighborhood to know why the Government have decided to give up the works, which the former were prepared to execute, for the most part, at their own expense. The present wharf is altogether inadequate to the requirements of the inhabitants of that place, and I am convinced that if the hon. the Minister of Public Works (Sir Hector Langevin) were to visit the spot, he would easily convince himself of the necessity of the works asked for. Although the Government have for the last two or three Sessions been asked to make those improvements, it was only on the eve of the last General Elections that the sum of \$4,700 was placed in the Estimates and voted by the House for those works. It was but on the eve of the Elections, also, that the Government seemed disposed to ask for tenders for the stone and for the construction of the wharf. A large number of the inhabitants would then have been happy to supply the stone required for these works, which they could have taken off their farms, thereby giving them the opportunity of helping in the construction of the works and of improving their property. They have been kept in the hope that these works would be executed until the eve of the Elections; but since, nay, even from the day following the Elections, nothing more has been heard about these works, nor of the timber or cartage of the stone required. The electors wish to know the reason why the Government have discontinued works so urgently required. I do not see much difficulty in obtaining the papers asked for, as they are already before the House; but what I desire above all is that the Government shall declare why they have not