

such a disaster, and works are now in progress with that end in view. We have such an enormous coast line that it is not much wonder if some portion of the work has not yet been reached, but I hope the Marine Department will never cease their active efforts until our whole coast is so efficiently protected that disasters may be reduced, human life saved, and the great sacrifices of past years may not be repeated.

Hon. Mr. POIRIER—In connection with the Prince Edward Island matter the action of the official in requiring a deposit of \$60 before he would allow an engine to carry a life boat to save drowning men is particularly odious. Somebody must be responsible for that. I do not believe for a moment that an order to exact \$60 for saving the lives of five or six persons emanated from my hon. friend the Minister of Railways and Canals. However, the condition is so grave that the public should know upon whose shoulders the blame must rest. The suggestion that an investigation should be made to find out the guilty person or persons is a proper one. The department at Ottawa must feel like relieving themselves from the odium of all this matter if they can. If they cannot, let them have the opprobrium of it, but let the person who was callous and lacking in humanity to the extent of exacting money to save the lives of men who were shipwrecked be known, and let them be punished by public opinion or otherwise.

Hon. Mr. FERGUSON—I have no desire to defend the agent of the Department of Marine and Fisheries or the superintendent of the Prince Edward Island Railway in this matter. As far as the latter is concerned the only consequence to him of violating any instruction would have been the loss of the \$60. His conduct in refusing to allow an engine to be used to take a life boat to Souris contrasts very unfavourably with the conduct of Austin Grady and Duncan Campbell who risked their lives to save those unfortunate seamen. On that account I cannot possibly undertake to defend the conduct of the superintendent of the railway. I should like to be informed whether the department has remitted the \$60 paid to permit the engine to be sent out?

Hon. Mr. McMULLEN.

Hon. Mr. SCOTT—I have never heard of it. This is the first time I have heard of the incident.

Hon. Mr. FERGUSON—I would not expect my hon. friend to know it; but it would be interesting to learn if the department remitted the \$60 to the gentleman who paid it out of his own pocket on that occasion. This is not a new question so far as that department is concerned. We know that the agent in the province is tied down by very strict rules and has been again and again threatened with severe consequences if he violated any of the regulations. Less than three years ago the steamer 'Stanley' got entangled in the ice, where she remained for three months. The other steamer went to her assistance, and broke her propeller and remained in the ice drifting about and lives were imperilled, and yet Mr. Lord was not permitted at very critical times to do anything without wiring to Ottawa for permission to act. Finally, as in this case, citizens took the matter in hand themselves, and at their own expense—perhaps it was reimbursed afterwards—they assisted very materially in rescuing the crews of those boats. I do not say that efforts were not put forth during that time by the agent of the department, but red tapeism appeared over and over again at that critical time when many lives and valuable property were in danger. It is no new thing to us in Prince Edward Island to learn that the agent of the Department of Marine and Fisheries is not permitted to offer assistance even in cases where the safety of human life was involved.

#### THE TERMINAL STATION AT QUEBEC. MOTION.

Hon. Mr. LANDRY moved:

That an humble address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House a copy of all the correspondence exchanged between the government or the chairman of the Commissioners of the Transcontinental Railway, or any other of the said commissioners, and the different railway companies having, or about to have access, to Quebec, or any other association or body or person whomsoever, on the subject of the choice to be made, of a union, central or terminal railway station in the city of Quebec; as well as of every report whatsoever made on this subject, whether by the companies or the bodies in question, or by the aforesaid commissioners.