

they are undoubtedly very much needed. We have had wrecks, and there has been a great loss of life, and I think it is quite as necessary that we should have some provision of this kind for the upper lakes as well as for the sea-coast. Of course, we cannot expect it all at once, and I have no doubt the Department has been considering the matter, and that in the proper time the upper lakes will receive a fair share of attention in that regard.

Sir RICHARD CARTWRIGHT. Does the hon. gentleman say that he expects to obtain life-boats of a suitable description for from \$300 to \$500?

Mr. McLELAN. Yes.

Sir RICHARD CARTWRIGHT. I speak from memory, but it strikes me that the life-boats on the English coast cost a great deal more than that. I think they cannot obtain first-class life-boats, such as they use on the English Channel, for less than £200 or £300 sterling.

Mr. PAINT. £400 sterling.

Sir RICHARD CARTWRIGHT. That is more than I expected, but I can hardly think that for ocean service the amount named by the Minister will suffice.

Mr. McLELAN. It is found that a much lighter boat is more serviceable than the heavy and cumbersome boats which are used in England, where there is a longer coast, and the lighter boats can be constructed, I believe, for the sum I have named, with all the latest improvements of the United States service, which is very efficient.

Mr. CHARLTON. How many life-saving stations are being maintained by the Government in all parts of the Dominion, and how many on the lakes?

Mr. McLELAN. There are only five which are paid; but there are a number of life-boats located at different points—a number on the lakes, others on the River St. Lawrence, and others on the sea-coast. I cannot remember the exact number at present.

Mr. PLATT. I am glad to notice the increased interest which is being taken in this branch of the service, and I hope the Minister will take it upon himself to conduct this branch of the service with a degree of activity which has been unknown in the past, and that the service will be conducted on a scale of efficiency such as we have not hitherto witnessed. My hon. friends are asking that life-boat stations should be established at different points on the River St. Lawrence, the lakes and the sea-coasts; but unless they prove more efficient than those which have been in operation, little good will come of them. I am not aware that any efforts have been made by the Government to educate mariners on the inland lakes, as to the points at which the boats now constructed are located. I think it is a great defect of the system that there are no means of keeping mariners thoroughly informed as to the exact location of these stations. A few weeks ago reference was made to an unfortunate wreck which took place on Lake Erie, which in all probability, had the crew of the unfortunate vessel been aware of the existence of a life-boat in the vicinity, they might have remained on the vessel until rescued instead of going down in their own yawl boat. I think that, as in other countries, the mariners upon every vessel sailing on the lakes, should have a chart or list showing the location of all these boats connected with the life-saving stations. Another point to which I would call attention is, that we know very little of where the money expended on life-saving stations has gone. I find no mention of it in the Minister's Report, and no mention of the number of the boats is given. I would like also to ask the Minister to explain to the Committee whether or not any instructions have been issued from the Department, as to the manner of controlling these stations; whether there is any signal service

Mr. DAWSON.

in this country to afford communication between the life-saving service and the wreck; whether there is any system of patrol along the coast, or of constantly keeping watch during storms; whether there is any system of enlistment, or whether the crews are expected to attend the stations during dangerous seasons of the year. So far as the life-boats in my county are concerned, there is a material defect in this respect, and although we are supposed to have a life-boat, neither captain nor crew could be found when their services were needed. Last fall a man's life was imperilled within sight of the station, and he would have lost his life but for the energetic and adventurous conduct of some fishermen on the shore, who risked their own lives by venturing out to save this man's life, at the point where the life-boat was landed. At this very time the captain of that life-boat was some six or eight miles away, and if he had been required he would have needed a life-boat better than the one we have to reach and rouse the crew on that occasion. The other life-boat in that county has not, I believe, been called upon to rescue any imperilled mariners. If it had been I believe the result would have been the same. These things occur because we have no proper system. Up to the present time, so far as I can learn, neither captain nor crew have received any remuneration for the services they were expected to perform, which fortunately they were not called on to perform. I think the hon. Minister ought to take into his earnest consideration these various defects in the system, and instead of spending money in enlarging it, he should perfect what he has. A very great difference of opinion exists as to the proper location of stations on the coasts of the county I represent. I may state here what I stated last Session, that one of these life-boats, as at present stationed, is of no possible value. I am aware that the hon. Minister took a great deal of pains to enquire as to the best locality; but my own impression is, that if he solicits the opinion of the sailors accustomed to that part of the lake, he will find very few indeed to endorse the placing of the life-boat at the village of Wellington. I have enquired of the oldest inhabitants and the mariners at that place, and I find that, during the experience of the oldest inhabitant, there has not been a single life lost within ten miles of that port by drowning from a wrecked vessel. I suppose the hon. Minister has been shown reports which state that there have been wrecks there; but these have taken place at the docks, as the place is on the open coast, and they go into the report as wrecks, although no lives have been lost. Now, I have before me some information that was obtained, in reply to enquiries made by the Department of Marine, as to the best locality for the establishment of a life-saving station on the coast of Prince Edward; and I propose showing, by brief extracts from those reports, that the opinion of several of the principal mariners of that county coincides with the opinion I have expressed in favour of Salmon Point. The first is the opinion of Captain O'Hegan to Captain McElhinny, dated on the 15th of December, 1882:

"In answer to your question with reference to the establishing of life-saving stations on our Prince Edward coasts, in my opinion the most suitable places for two of them is, one at Wellers' Beach, and another at West Point, or between that and Wellington, on the beach."

This would bring the life-boats nearer to the dangerous coast I speak of—Salmon Point. On the same date, a letter was written by Captain McCullough, of the village of Wellington, in which he recommends Wellington. Then Captain Nelson Hudgins, a master mariner of twenty-five years' experience, says:

"I would be in favour of three stations—Salmon Point, Presqu'île and Long Point. If only two are given, one at Salmon Point and one at Long Point. I think that Salmon Point is the most dangerous part of the coast of Prince Edward. The greatest loss of life, in my opinion, has occurred at Salmon Point."

John Abercrombie, Athol: "Have lived twenty-nine years near Salmon Point, and can testify that there has been more loss of life and