

waters of the Dominion. I noticed the other day, in looking over the report of the United States' Life Saving Department for the year ending 30th June, 1880, that the extent of the operations of that department had been very large, and the amount of property and the number of lives saved very great. The United States has 139 such stations on the Atlantic coast, 34 on the great lakes, and six upon the Pacific coast. Last year the total number of vessels lost was 67; the number involved in disasters, 300; the number of persons on board, 1,989, and the number lost only nine. The number of persons brought ashore by means of the life-saving appliances of this department of the public service was 706; the number of vessels assisted off that were stranded or placed in positions of danger was 128. Many vessels were warned off dangerous places by the lighting of signals at night on the beach. Since the organization of this department in 1871 the total number of disasters has been 1,097; the value of the vessels lost, \$13,330,000; the value of the cargoes, \$7,118,000; the value of the property saved, \$12,130,000; the value of property lost, \$8,291,000. The number of persons upon the vessels which were lost during that period was 10,381, and the number saved 10,010. The number of lives lost was 371, and of that number 183 were lost in the disasters at which the benefits of the life-saving appliances could not be rendered available. The number of persons sheltered by this branch of the public service, during the same period, was 2,203. These statistics demonstrate clearly the importance of this service to the commercial marine of the United States, and I think it is worthy the consideration of the Government—if they have not already considered the matter—whether it would not be proper to establish such stations, not only upon the coasts, but upon the inland waters of Canada. We have on our great lakes many points which are much exposed, and where many disasters occur—such for example as Long Point, on Lake Erie. I cannot give any definite information as to the expense of these life-saving stations. I believe that the number of persons employed at each station is usually six. Houses are built at some convenient point on the beach, and runways are provided for launching the life-boats into the surf. There are appliances for resuscitating distressed mariners—medicines, blankets, flannels, and other articles of that kind. There are, of course, life-boats, mortars for throwing lines, and all other necessary appliances. The crew of six men are detailed as patrolmen, and they patrol the beach at night. If vessels are noticed in dangerous positions signals are made to them by means of lights, and information is conveyed to the stations so that the life-boat and other appurtenances may be transported to the scene of the disaster. I do not think that the expenses of these stations can be very great; and my object in making the motion is to direct the attention of the Government to the matter. Though our revenues may not justify a very heavy expenditure for such a purpose, I beg to commend to the Government the propriety of establishing a few of these stations at some of the more exposed points upon our inland waters.

Motion agreed to.

IMMIGRATION.

Mr. GLEN moved for a statement showing the number of emigrants into Canada for each month in each year, from 1875 to 1880 inclusive; and also, for a statement shewing the number of emigrants from foreign parts and the number from each Province of Canada, into Manitoba and the North-West Territories, in each month of each of the said years. He said: I ask for this information for the purpose of showing that the greater number of emigrants arrived in this country during the season of navigation, and also that those who go to Manitoba, go there during the season of navigation. If we had the Sault Ste. Marie Railway con-

Mr. CHARLTON.

structed, which might be completed early in the spring of 1883, we could transport the great bulk of the emigrants to Manitoba *via* Sault Ste. Marie and Thunder Bay through our own territory, thereby preventing them from going into American territory, and be more likely to keep them in our own country.

Mr. POPE (Compton). I do not think it is possible for us to give this information. No doubt the hon. gentleman is quite right in saying that emigration takes place during the summer season, but he does not need a return to show that.

Mr. BLAKE. If the records of immigration into Canada from foreign parts are correct, they ought to give us the number of immigrants arriving and when they arrived, and the number by each ship, so that I cannot see that there should be any difficulty in obtaining a monthly statement of foreign immigration. If the department is not managed on that principle, I should like to know how it is that we can find the number of those who come to the country at all?

Mr. POPE. I am sure that I cannot give anything like a correct monthly statement, but I can give a statement for the whole time. Those moving from this country to Manitoba do not come under the cognizance of the department.

Mr. BLAKE. I am a little alarmed at the statement that the hon. gentleman has no means of telling how many people have gone into Manitoba from this country. We have, then, no means of knowing what the extent of immigration to Manitoba has been.

Mr. POPE. I mean that I have no means of knowing exactly the monthly immigration into Manitoba.

Sir JOHN A. MACDONALD. The better plan would be to allow the motion to carry, with the understanding that as full information as the department can furnish will be brought down.

Motion agreed to.

RAILWAY LANDS.

Mr. GLEN moved for the statistics and other information on which were based the plans and prices adopted in 1879 for the sales of railway lands and pre-emptions, and now in force.

Sir JOHN A. MACDONALD. I have no objection to the motion; but perhaps I may state that the reason why different belts and different prices were established was, that the Government naturally supposed that the land next the railway would be of more value than that further off.

Mr. BLAKE. I am delighted to hear an authoritative statement from the leader of the Government, so extremely opposed to the doctrine his followers have been propounding for the last few days, namely, that the outer belts were as valuable as the inner belts, and that 50,000,000 acres of land near the railway would be worth quite as little as fifty million acres further away. I quite agree with the hon. gentleman, but he does not agree with his followers in this particular.

Sir JOHN A. MACDONALD. I am glad the hon. gentleman and I agree on something. It is quite obvious that the land near the railway is worth more than that more distant, and I think it will be found that hon. gentlemen who act with me, take, as I and the Government take, the average of the land both near and distant.

Mr. MILLS. It is not a fact, then, that distance lends enchantment to the view.

Sir JOHN A. MACDONALD. It may add to the enchantment; it does not add to the value.

Motion agreed to.