

To continue the subsidy for wrecking plant in Quebec, maritime provinces and British Columbia, \$30,000.

Mr. BRODEUR. This amount is paid for the purpose of fulfilling the contracts which we have with three companies that maintain wrecking plants—the Davie Company on the St. Lawrence, \$10,000; the Dominion Coal Company at Sydney, \$10,000, on the Atlantic, and the British Columbia Salvage Company on the Pacific Coast.

To provide for the maintenance of vessels employed in patrolling the waters in the northern portion of Canada, also for establishing and maintaining police and customs ports in the mainland or islands, as may be deemed necessary from time to time, \$59,000.

Mr. BRODEUR. The 'Arctic,' under Captain Bernier, is engaged in this service. Captain Bernier's instructions were to try and make the northwest passage and before he left he expressed the belief that he would be successful. He will go to the mouth of the Mackenzie river, where it is supposed that American fishermen are carrying on whale-fishing operations, and he will collect fees from them.

Mr. JAMESON. Have customs ports been actually established by him in these northern waters?

Mr. BRODEUR. A customs port was established on the north shore of Hudson bay some years ago. In other cases Captain Bernier collects duty on the goods he finds in the ships and makes them take out fishing licenses.

Mr. JAMESON. What revenue has so far been derived from this service?

Mr. BRODEUR. Last year he brought back \$500. It is not so much the amount of money as the assertion of Canadian authority. As there might be dispute some day about these islands being part of Canada, we thought we should assert our sovereignty.

Mr. JAMESON. No one will object to proper expenditure for the purpose of asserting the rights of Canada in these northern waters, but my reason for asking about the revenue was to enable us to determine if possible how much actual work had been done in the way of bringing poachers to account. The minister has not told us how many American vessels have been overhauled and how many fines have been imposed. I do not know that the attempt to make the northwest passage will in any way strengthen the claims of Canada in these northern waters and islands, though possibly it may. It may also be that it will jeopardize the ship and possibly the lives of the crew, but the minister will have his own opinion as to that. I am informed that Americans are conducting fishing operations in that territory and that they

have in many cases evaded the 'Arctic.' Of course, whether the one ship can prosecute a voyage of discovery and at the same time be in any way seriously effective in preventing poachers is another matter.

Mr. BRODEUR. The question of making the northwest passage was left largely to Captain Bernier's own judgment. Of course it would be ridiculous for us to force him to make it if he found it was impracticable or exceedingly dangerous. It is of great importance that he should assert the rights of Canada in this northern territory.

Mr. JAMESON. Hear, near.

Mr. BRODEUR. I believe that the fact that Captain Bernier took possession of these northern islands last year in the most formal manner will in the future serve the interests of Canada.

Mr. SPROULE. It would be desirable if Captain Bernier had any authority, but that is very questionable. It is five minutes past twelve and I think it is time to adjourn.

Some resolutions reported.

On motion of Mr. Fielding, House adjourned at 12.06 a.m. Wednesday.

HOUSE OF COMMONS.

WEDNESDAY, March 22, 1911.

The SPEAKER took the Chair at Three o'clock.

QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

NEWMARKET CANAL.

*Mr. WALLACE:

1. What was expended on the Newmarket canal in 1910 and what was the estimate?
2. How much was spent on above canal during each year since the work was commenced?
3. When does the government expect to have the canal completed, what is the total estimate for such work, and what was the first estimate?
4. What is the estimate for work for this year?
5. Who are the contractors?
6. Has an estimate been made by the government as to what amount of business will be carried on by this waterway?
7. Has the government the report of an engineer with regard to the water supply? If so, will such report be furnished to members on application?
8. Has the government any petitions or letters asking that such a canal be built?