

Mr. PAINT. That opinion does not apply in this case, inasmuch as the ship was in deep water when the steel hawser or towing cable parted.

Mr. WELDON. What is intended to be done with the new vessel? Will she be sent home to receive machinery, or will she be brought out?

Mr. McLELAN. She will be brought out.

Mr. DAVIES. The question came up last year about steam tugs on the route between Cape Traverse and Cape Tormentine, and I understood the Minister of Railways, who then spoke on behalf of the Government, that it was their intention to consider that question, and an early answer would be given. Now that the question has been repeated by the hon. member for Kings, P.E.I., (Mr. Macdonald), I would like to know whether the matter has been considered by the Government, and whether there is any probability of these steam tugs being placed on the route? Last year it was complained that the boats were too small, that we ought to have larger boats and well manned, not only for the ice but for the openings. I know the man who had charge of the service on the Island boat had a water-boat ready, and all he was waiting for was to get a promise that he would be paid. This question of the steam tugs was raised last year. It has been raised again by the hon. member for King's, and I should like to have the answer of the Government on the point.

Mr. BRECKEN. I fully concur in what my colleague has said. There are many men on the Island who advocate the trial of steam launches across the Straits. It is but right that a trial should be made. Whether it will be successful or not, it is not for me to say.

Mr. McLELAN. The matter has not yet been decided. I have had several communications and consultations with heads of the Departments of Post Office and Railways. Very much will depend on the condition of the railway conveniences and the position of the wharves on each side of the Straits. If the wharves were constructed, a tug could be placed on the service at once.

144. To provide for the examination of Masters and Mates.....\$6,000 00

Mr. BAKER (Victoria). For what is the additional \$1,000 required? Last year I particularly asked that the agent at Victoria should not be appointed on the Examining Board. I find, however, he was appointed. That officer and the officer in command of the steamer *Sir James Douglas* are still at loggerheads; and the consequence is, the examinations must be very nicely conducted. I ask that the first named gentleman should be removed from the Board and another gentleman appointed.

Mr. McLELAN. Steps are being taken to carry out that idea. The increase of \$1,000 is to meet expenses caused by the examination for certificates for coasters on inland waters.

Mr. LANDERKIN. Are all persons engaged in managing vessels carrying passengers and freight obliged to pass examinations?

Mr. McLELAN. Officers on vessels carrying passengers require to have masters' and mates' certificates; but these are not required on freight vessels, if the freight is less than 100 tons.

145. For purchase of life-boats, stations and life-preservers; maintenance of crews and rewards for saving lives.....\$8,000 00

Mr. DAVIES. I understand the Minister received a petition from the inhabitants on the north side of Prince Edward Island, asking that a life-boat be purchased and stationed in that locality. Has the petition received favour-

able consideration or not? I understand that my colleague presented it to the Department, and he is aware as to the necessity of the prayer of the petition being granted. The north side of the Island is very much frequented by shipping, not only by small fishing schooners but by large vessels, and the bight of the Island is an awkward place to be caught in during stormy weather. There is no place where a life-boat, is more needed than in the harbour of New London. I desire, therefore, to enquire whether the petition has been received, and whether its prayer is likely to receive favourable consideration?

Mr. BRECKEN. The hon. gentleman is quite right. I had a memorial entrusted to me, asking for a life-boat to be placed at New London and another life-boat at Rustico. I presented the petition and used my influence to secure life-boats for both places. I am aware that in New London a life-boat is very necessary, and at Rustico it is equally so, and I trust the Minister will see the necessity of providing life-boats at both places. At Rustico, where the lighthouse is on the beach and stands on a frame, it has been represented that if the Department would grant a life-boat, it could be placed under the lighthouse and the service of a crew obtained gratuitously. Rustico is a bar harbour, which is very much frequented by fishing vessels. Several lives have been lost there, and in the cause of humanity the Minister of Marine and Fisheries could not expend money more profitably than in providing a life boat for that harbour. I believe a life-boat is equally necessary at New London. I do not think we have a life-boat on any part of our coast; but if there is any part of the Island which requires such appliances, it is that of Rustico, and also that of New London.

Mr. McLELAN. I think it is altogether probable that there is more than one point on the Island where a life-boat is necessary. I cannot promise to undertake all the work necessary to be done in this field. It is probable, however, that I will get at least one boat for the Island. There are very many points all over the Dominion, both on the sea-coast and inland waters, where it is necessary to place life-boats. I have had designs drawn and specifications prepared for the most approved life-boats, and these specifications are now in the hands of the officials. We will call tenders for a number of these boats and locate them at different points, with captains and crews duly selected, organized and put into practice. It is found that life-boats have heretofore been stationed at very many points; but no person practically had charge of them, and when occasions arose for their use, they were generally found unserviceable. I have adopted the plan of appointing a captain, giving him a small sum, and allowing him to select the crew; and we pay him so much for every time his crew practices, and they must practice once or twice during the season.

Mr. DAVIES. What will be the cost of the construction and equipment of a life-saving boat?

Mr. McLELAN. From \$300 to \$500.

Mr. WILSON. I would like to ask whether the Minister has taken into consideration the representations of Captain Pollock, to furnish a life-boat if a company should be formed at once to take charge of it without additional expense, and if it is intended to have a life-boat located there.

Mr. McLELAN. I have considered his case, with others, but we have not decided upon the points on the lakes at which they shall be located. They will all be fully considered before the boats can be got ready.

Mr. DAWSON. The establishment of life-saving stations on the upper lakes was spoken of last year, but I suppose nothing has so far been done. It was promised that there should be life-saving apparatus provided at certain stations on these lakes, and that boats should be placed at them, for