

of the navigation of Hudson's Bay may furnish an escape for the people of the North-West from any monopoly that may be organized under this contract. My experience and the experience of every member from the Prairie Province is, that Canada has been year by year discovering the North-West. Ten years ago it would have been impossible to convince any assembly in this country that there were 250,000,000 acres of fertile land in the North-West Territory; and it may be that the importance of the navigation of Hudson's Bay will be equally slow in impressing itself upon the public mind. Professor Hines, in a letter to the Surveyor General, of the 22nd March, 1878, says:

"During the past few years my views on the subject have undergone a progressive change, all tending towards confirming the opinion of the adoption ultimately of the Hudson Bay Route as a great commercial highway between Central British America and Europe. The facts which have led to this decided opinion are briefly as follows:—

"1st. The general and successful employment of large steamers properly constructed for ice encounter, by the Newfoundland, British and Norwegian sealers. The safety of these vessels, and the experience acquired in the management of a steamer in ice-encumbered seas.

"2nd. The present cheapness and easy management on board a steamer of the magneto-electric light, for use on such steamers, and for temporary powerful lighthouse purposes.

"3rd. The alleged discovery, on high authority, of Lignite coal over wide areas, from Cape Walsingham to Frofisher Bay, just north of Hudson Straits, as well as on the West Greenland coast.

"4th. The better knowledge now possessed of the proper mode and time for navigating Davis Straits in approaching Hudson Straits.

"5th. The great fishing resources of Davis Straits in and towards Frofisher Bay.

"6th. The sources of the ice drift on the Labrador coast, its course in Hudson Straits, and the mode of avoiding it in summer and autumn, or crossing it where it is narrowest.

"7th. From all I have gathered respecting the navigation of Hudson Straits and its approaches from the east, there appears to be no difficulty in navigating them from July to October with a *sealing steamer*, especially if provided with a magneto-electric light for use in September and October.

"When we consider that York Factory is actually nearer to Liverpool than New York, it surely becomes a question of the greatest moment to determine how far existing information would warrant minute enquiry into this very important subject. As the result of a prolonged but desultory study of the question, I have no doubt that continuous and safe navigation by steamers constructed as sealing steamers are, can be carried on between Port Nelson and Liverpool for at least four months in the year—that is from Liverpool to Liverpool again, leaving three months or perhaps a little more for Hudson Bay."

My object in making these few remarks, is to bring to the attention of the Government, the probable large part in the development of the North-West, which is likely to be performed by the navigation of Hudson's Bay.

Sir LEONARD TILLEY. It is very inconvenient to enter into a discussion of questions bearing upon the Tariff, or of the subject now immediately under the consideration of the House, in the absence of the papers asked for, and the returns that will be submitted to Parliament, before we take up the question of the Tariff. Probably, when these papers are brought down, the hon. member for Gloucester will find that the ports of New Brunswick are not in as stagnant a position as they are represented to be; but, on the contrary, in a much more active condition. I do not desire, nor do I intend, to be drawn into a discussion on the Tariff at this time; but I rise to thank the hon. member for Gloucester for his unselfishness in uttering the words he has spoken in favor of St. John. We all remember the urgent manner in which, in the Parliament from 1871 to 1873, he pressed upon the attention of the House the claims of a port in his own county—

Mr. ANGLIN. That is a summer port

Sir LEONARD TILLEY. To which he desired to have a railway track laid, and how he contended that it was the nearest port to Europe. On this occasion he ignores it entirely, and comes to the rescue of the city of St. John, for which I tender him my sincere thanks, and trust that when the papers asked for are laid before the House, he will find

that that section of the country is not so much neglected as he imagines it to be.

Mr. LONGLEY. I am not disposed to doubt the inclination of the Government to do all they can to make Halifax the terminal freight port of the Dominion, and I think the time has arrived when something ought to be done in that direction. Not only the citizens of Halifax, but I am sure every Canadian, would desire that all the freight intended for Quebec and Montreal should, in the winter time, be landed at Halifax, instead of going to Boston, and being shipped from there to Montreal and Quebec. The people of New Brunswick and Nova Scotia, and the people of this Dominion should, I think, concentrate their efforts upon the accomplishment of the two objects brought prominently forward at the meeting at Halifax the other day. I believe the Government will do everything that can be done in reason; but, at the same time, I do not think it would be amiss if the Government gave some indication of their intention, or of their willingness, first to make Halifax the terminal winter port, and, second, to make an experiment whether grain can be profitably exported by way of Halifax to Europe.

Motion agreed to.

WRECKING IN INLAND WATERS.

Mr. BUNTING for Mr. PATTERSON (Essex) moved for copies of all correspondence between Sir Edward Thornton, British Ambassador at Washington, and the Secretary of State for the United States, relative to wrecking and towing in inland waters which has been forwarded to the Dominion Government, and copies of all other official correspondence and of all Orders in Council of the Dominion Government relating to the same subject.

Mr. BOWELL moved the adjournment of the debate.

Motion agreed to.

GEORGIAN BAY BRANCH.

Mr. COCKBURN (Muskoka), moved for copies of all correspondence in connection with the Georgian Bay Branch (of the Pacific Railway) contract since the 9th day of February, 1880; also particulars of settlement, if any settlement has been made, of the claims preferred by Smith, Ripley & Co., or Heney, Charlebois and Flood, in connection with said contract. He said: I make this motion in order to obtain some information supplementary to that asked for in a motion I made last Session with reference to the Georgian Bay Branch contract, which was cancelled. Since last year the country in the neighborhood of that line has undergone considerable development, and, if the Government will reconsider the matter, they will probably find that they will meet the wishes of a great mass of people, if they will return to the scheme which was introduced by the hon. member for Lambton (Mr. Mackenzie), in 1874, and adopt the Georgian Bay Branch route, which runs to the south of Lake Nipissing, and which would form a direct route to Sault Ste. Marie, or Lake Superior, if it is the policy of the Government to go there. The papers brought down last Session are not complete. The latest information on the subject is in a letter from Mr. Sandford Fleming of the 10th February, 1880, and I am anxious, for my own information and the information of other interested parties, to learn how the matter stands.

Motion agreed to.

THE GRANT FOR IRISH RELIEF.

Mr. ANGLIN, in moving for a return of copies of all Orders in Council, telegrams and correspondence between the Canadian Government and the Imperial Government