

really had the effect of encouraging the shipping industry of this country. Every one of those Acts imposes some new burden on the man who is endeavouring to prosper in his business. This Act is a sample of a good many others that have been passed. We have to have certificated engineers for every tug boat in Canada that has an engine over a certain size. Tug boats were allowed to run without any certificated officers in Canada and in England, and there are twenty tug boats in British waters for one in Canadian waters, and there are no certificated officers required. But for the purpose of pleasing some labour people somewhere, we are imposing a new duty on the ship owner to employ certificated men on tug boats. I understand there are about 700 of those tug boats in Canadian waters, many of them engaged in hauling logs in the Ottawa river, and isolated places in the northern parts of this province. The tug boat is owned by the engineer; or his son is perhaps the engineer, and the owner is the captain. These men are the only people on the tug boat. Mr. Adams, who is in charge of this department, says that he scarcely ever knew of an accident happening through these men being uncertificated. If you read the evidence taken before a commission of this House two years ago, evidence given by the shipping men in Ottawa, you will see that they point out what a serious thing it is for them that they should be compelled to employ certificated men on their tug boats in the upper waters. But that discussion will come on better when this clause now suspended is taken up. I would like hon. members who take an interest in this matter to look into this question before it does come up.

Mr. BRODEUR. This clause will be considered to-morrow.

On section 17—temporary certificates to act as engineer.

Mr. CONMEE. I think the machinery of the old law was preferable. A large number of boats are now being operated on the inland waters that cannot be operated after this law comes into force. I understand that it makes a further restriction. What is the use of talking about a tug boat of only four nominal horse power, of what service is that kind of a boat?

Mr. BRODEUR. The object of this amendment is simply to provide for a situation which occurs in New Brunswick. The old section provided that the minister could issue temporary certificates on a steamboat authorizing the engineer to operate within certain specified limits in the waters of Canada. The result was that in New Brunswick, in the district of Passamaquoddy Bay, temporary certificates were given to persons plying between Grand

Manan to the mainland, but if they wanted to go outside to Eastport, those temporary certificates could not be used. The change which is proposed is that the minister may specify the limit within which he shall act.

Mr. DANIEL. It merely cuts out 'within specified limits in the waters of Canada.'

Mr. BRODEUR. Yes and the limit shall be specified as designated in the certificate. This is to give to a person the advantage of acting not only in Canada but also on the other side of the line.

Mr. CONMEE. Unfortunately the minister, or the draughtsman who drew this clause, has in his mind a particular situation in one of the provinces, but the law applies to the whole Dominion of Canada. We have plying on the Lake of the Woods, Wabigoon lake and a dozen other lakes, boats of 30 or 40 horse-power. This Act would cut them out. They are already suffering great hardship. Section 26 of the Act, 45 Victoria, provides that:

The minister, upon a report of a duly appointed and qualified examiner of masters and mates, may grant a temporary certificate as master to an applicant sufficiently qualified by his knowledge and experience to take charge of a steamboat of not more than ten tons gross tonnage.

A few years ago that tonnage was changed to 20 tons but the number of passengers were not increased. The Act now provides that he may take charge of a boat 20 tons gross tonnage carrying not more than ten passengers and plying within the minor inland waters of Canada.

An hon. MEMBER. That refers to masters and this deals with engineers.

Mr. CONMEE. The same thing applies to engineers. On the minor inland waters the law is not respected and it cannot be. The people have the right to carry on their business, they will carry it on and if the law is not made to suit conditions they will take the risk of violating it. That is what they are doing to-day. Along the line of construction of the Grand Trunk Pacific boats are plying on the inland waters of from 80 to 100 tons and of from 25 to 80 horse-power. This also cuts it out because it is of more than 20 tons gross tonnage. The law states that they must have a certificated officer handling a boat of more than that tonnage unless permitted under the rules of the department, which I understand, they are sometimes in the discretion of the inspector. Yet, the boat upon which that master is placed is confined to ten passengers. That is entirely unreasonable, there is no good purpose served by it and it is only imposing a hardship and impossible conditions upon the owners and those who operate these boats. It may be said that you can get a certificated engineer and