

Hon. Sir MACKENZIE BOWELL—Those vessels, as a rule, do not go upon the lakes.

Hon. Sir RICHARD CARTWRIGHT—At such a point as Kingston, they cruise out some distance into the open water, and the same is the case at Toronto, Cobourg and various ports on the lakes. This refers to vessels which take passengers for hire.

Hon. Sir MACKENZIE BOWELL—This permits vessels of five tons to carry passengers.

Hon. Sir RICHARD CARTWRIGHT—Yes, it is better to legalize it.

Hon. Mr. YOUNG—I am glad that this is permitted, because there are many places on our small lakes on which there are pleasure boats, and it would be a serious matter to require them to employ certificated masters if they carry passengers. There would be no profit in the business at all.

The clause was adopted.

On the 6th clause.

6. The said Act is amended by inserting the following section immediately after section 125:

125a. Section 117 to 125, inclusive, shall apply also to British ships registered elsewhere than in Canada.

Hon. Sir RICHARD CARTWRIGHT—The reason for this clause is that the penalties for not having certificated officers in charge of British steamers registered elsewhere than in Canada should apply. This amendment is considered necessary in order to provide a penalty for taking a ship out of port without a proper certificated officer being in charge.

Hon. Mr. LOUGHEED—Could my hon. friend say anything as to the constitutionality of the question which has been very often raised, as to whether we have any authority to legislate with respect to British shipping?

Hon. Sir RICHARD CARTWRIGHT—My hon. friend probably knows that in matters affecting British shipping the consent of the home authorities is usually required. Their attention will, of course, be called to this shipping Act, and they may or may not see fit to disallow part of it.

The clause was adopted.

On the 7th clause.

7. Subsections 1 and 2 of section 141 of the said Act are repealed and the following are substituted therefor:

141. Every shipping master or deputy shipping master shall be entitled to a fee of,—

(a) fifty cents on each engagement effected before him in any of the provinces this part, and,

(b) thirty cents on any discharge of a seaman effected before him in any of the said provinces.

2. In the province of British Columbia every shipping master and deputy shipping master may, until otherwise provided by the Governor in Council, take and receive from the master of any vessel and remuneration agreed upon between them, not exceeding ten dollars including the fee of fifty cents provided in paragraph (a) of subsection 1 of this section, for the hiring or supplying of any seaman by such shipping master or deputy shipping master, as the case may be, for such vessel.

Hon. Sir RICHARD CARTWRIGHT—There is a good deal of obscurity and confusion at present as to what shipping masters and deputy masters are to be allowed to charge, and this defines it.

Hon. Mr. MCGREGOR—Subclause 2 does not affect our province, does it? I should decidedly object to paying a man \$10 for shipping a sailor.

Hon. Sir RICHARD CARTWRIGHT—It applies only to British Columbia.

Hon. Mr. ELLIS—Would it not be better for the government to pay these people regular salaries, and take the fees themselves?

Hon. Sir RICHARD CARTWRIGHT—That is a question I cannot answer. Owing to the difficulty of getting seamen on account of suspected crimping which benefited United States ships in the neighbourhood, the law was amended in 1905 so as to allow a master or his deputy to hunt up sailors, this being an entirely different matter to signing a seaman brought before him for the purpose. A fee of \$10.50 was authorized.

Hon. Mr. MCGREGOR—I am afraid it would encourage crimping. They would steal men from other ships to get the \$10.50.

The clause was adopted.

On the 8th clause.

8. Section 384 of the said Act is amended by striking out the word 'two' in the fourth