

Mr. BLAKE. What is the United States standard?

Mr. COSTIGAN. I think it is 22 or 24.

An hon. MEMBER. 24-68.

Mr. BLAKE. What is the English standard?

Mr. COSTIGAN. I think it is 18. I may say that notice has been given of these amendments for some time, and I have received communications from different parts of the country—from gas companies and from some consumers—giving their opinions and making suggestions; and lately I met a large deputation, representing the leading companies of the Dominion, and they were satisfied with the amendments, with some slight modifications, which they proposed to me.

Mr. BLAKE. The companies were satisfied?

Mr. COSTIGAN. I don't think they were quite satisfied with the standard of 16; they would rather have it placed at 14. But there are two interests to serve. The companies have an interest, and the consumers have an interest, and I think the amendments are in the interests of both. We should have a law providing for pure gas, and we should impose a penalty for the presence of impurities in gas, except by accident. We propose to make some modifications as to the percentage of sulphuretted hydrogen that may be found in gas, owing to the kind of coal that is used in its manufacture, as well as the quantity of water. I am informed that the Nova Scotia coal enables the companies in that Province to produce a higher standard of gas than the companies in the western part of the Dominion. We also propose that the companies shall have their gas regularly tested by the inspector, and shall post up his certificate in their chief offices, and that they shall keep a list of their consumers in a book, which shall be open to the inspector during office hours. We provide certain penalties for the infraction of these rules.

Mr. WELDON. I would call the hon. gentleman's attention to the eighth section, which would enable a consumer to resist the payment of his gas bill unless the gas is of full standard quality. That would involve the companies in a great deal of litigation. The president of a gas company, writing to me says that it would be impossible sometimes to prevent air getting into the pipes, the illuminating power thus being reduced by circumstances beyond the control of companies. I would suggest that the average be made 16 to 18. He says:

"You and all of us know that a small portion of air will destroy the strength of the gas. This may take place seldom, but even once or twice or a few times in the year would give consumers the power to dispute paying their bills for the quarter. Consumers ought not to have the privilege of disputing our bills because the powers of the gas may have been less than 16 on one or two occasions, but it should read that the average power should not be less than 16 candle during the time it was being supplied."

If any time during a portion of the quarter, it became less than 16, owing to circumstances over which they had no control, the consumer may dispute the bill, and the effect of that section will be to give consumers cause for litigation. With regard to the other section relating to traces of sulphuretted hydrogen, those companies who use the Cape Breton coal, which they are obliged to use in the Lower Provinces on account of the duties, say it is impossible to prevent traces of sulphuretted hydrogen getting into the gas.

Mr. COSTIGAN. Our information is that there is no necessity for sulphuretted hydrogen being present at all, if any reasonable care be taken in the manufacture of gas. This point has not been contested in any of the communications I have received, nor by any of the gentlemen who formed part of that delegation. But they did call my attention to this fact, that by an accident, the breakage of a pipe or some other accidental cause, this sulphuretted hydrogen

might appear, and the Act was amended so that they would not be liable to a penalty in such cases.

Mr. WELDON. But in the case of Cape Breton coal, they say it is impossible to prevent traces of sulphuretted hydrogen appearing.

Bill read the second time.

ADULTERATION OF FOOD AND DRUGS.

Mr. COSTIGAN moved that the order for the second reading of Bill (No. 109) to amend and consolidate, as amended, the several Acts relating to the adulteration of food and drugs, be discharged.

Motion agreed to, order discharged, and Bill withdrawn.

MASTERS' AND MATES' CERTIFICATES ACT AMENDMENT.

Mr. McLELAN, in moving the second reading of Bill (No. 116) to amend the Act respecting Certificates to Masters and Mates of Ships, and the Seamen's Act of 1873, said: As I stated when the Resolutions were moved, this Bill is to modify an existing anomaly in the law. In the Act of 1870, the minimum limit of ships requiring certificated masters and mates was fixed at 150 tons, and in the Act of 1883, coasting vessels of over 100 tons were required to have certificated masters and mates. A ship of between 100 and 150 tons may go to the West Indies without a certificated master and mate, and this is to remedy that by making all vessels over 100 tons, whether coasting or foreign going, subject to the law requiring certificated masters and mates. I also propose in the second clause to provide a penalty for masters and mates who shall use their certificates to get a clearance on the vessel, and after getting a clearance do not proceed on the voyage in the vessel. Cases arise in which the captain procures a mate to go before the shipping master, uses his certificate, enters him on the articles, gets cleared at the Custom house, and then the mate does not go to sea. This clause imposes a penalty on the master or mate who is guilty of this action. In a more careful examination of the Acts of 1870 and 1883, it would be well to have it more clearly defined that the masters and mates at present serving on the vessels between 100 and 150 tons should receive certificates of service, and I propose in the Committee to insert a clause to make that clear. I will read it:

"The Act first cited in the title of this Act is further amended by inserting the following as sub-section 3 of the 5th section thereof:—

"Every person who, before the 1st day of January, 1884, served as master in a seagoing ship registered in Canada, and being over 100 tons and not over 150 tons registered tonnage, and employed in trading elsewhere than between ports or places in Canada, or between Canada and ports and places in the United States of America or Newfoundland, and who has produced satisfactory evidence of his sobriety, experience, ability and general good conduct, and has passed the colour test, shall be entitled to a certificate as a master or mate (as the case may be) for seagoing ships registered in Canada and being over 100 tons and not over 150 tons registered tonnage, on payment of a fee of \$5 for a certificate as master, or \$3 for a certificate as mate."

Mr. VAIL. If a mate happened to be taken ill after the vessel cleared, there is no provision for it in regard to the penalty.

Mr. McLELAN. That is a contingency that may possibly arise, and, upon the evidence being produced, the difficulty would be easily got rid of.

Mr. AMYOT. Is it the intention of the Government to exempt from the operation of this law schooners of only one mast navigating between Quebec and Montreal, or the Upper St. Lawrence? We have never seen any accident in connection with these schooners. It is very hard for them to procure masters with these certificates, and it is probable they will find the greatest difficulty in navigating their schooners next season, if that law is enforced upon them. It is the general desire of the navigation there to have those schooners exempt.