

**Mr. SCRIVER.** The hon. gentleman is mistaken. The company applied to this Parliament last year for legislation, and some of the provisions in the Bill were struck out when it came before the Private Bills Committee; and this very power which the company now seek to obtain was one of the powers refused them last Session. I am not disposed, however, to oppose the reference of the Bill to the Private Bills Committee.

**Mr. BERGERON.** The company was incorporated by the Quebec Legislature in 1881. I do not think they came here last year. This Bill is, however, printed, and can be sent to the Private Bills Committee, and when it comes up for the third reading the House can pass it, or not.

Bill read the second time.

#### CUSTOMS ACTS AMENDMENT BILL.

**Mr. BOWELL** moved that the House again resolve itself into Committee on Bill (No. 34) to amend and consolidate the Acts respecting the Customs.

Motion agreed to; and the House resolved itself into Committee.

(In the Committee.)

On section 204,

**Mr. BOWELL.** This merely relates to deposits. The latter portion is as follows:—

"And any sum or sums of money so deposited shall be immediately deposited in some bank appointed for that purpose by competent authority, to credit of Receiver-General of Canada, there to remain until forfeited in due course of law or released by order of the Minister of Customs; and in case such seized articles are condemned, the money deposited shall be forfeited."

It has been the practice of some officers, who have imposed fines, to keep the money themselves in their own pockets, and, in some cases, it has been lost; and this clause provides that it shall be deposited to the credit of the Receiver-General.

On section 242,

**Mr. PATERSON (Biant).** As this clause does not give the hon. Minister power enough to make regulations such as will enable many manufacturers who are exporting to foreign countries to get the benefit of this drawback, I would suggest that he take power enough in this clause to deal with the cases he has found a difficulty to deal with. That might be done by adding after the word "drawback," in the last line but one, the words: "or a certain specific sum in lieu thereof."

**Mr. BOWELL.** There is no objection to that.

On section 87,

**Mr. BURPEE.** This clause reads towards the end "where the goods are shipped or before a Notary Public, and at any other place before a British or foreign consul." I propose to change that by making it read: "before a British consul, or, if there be no British consul, before a foreign consul." My object is to insist on the oath being taken before the British consul when there is one.

Bill reported, and read the third time and passed.

#### CERTIFICATES TO MASTERS AND MATES.

**Mr. McLELAN** moved that the House resolve itself into Committee of the Whole on Bill (No. 89) respecting certificates to masters and mates of inland and coasting ships.

Motion agreed to; and the House resolved itself into Committee.

(In the Committee.)

**Mr. WELDON.** On a previous occasion I drew the attention of the hon. Minister to the effect this Bill would have on the persons employed in the coasting trade. I may say that since the Bill was introduced, I have received communications from New Brunswick from a number of parties

**Mr. BERGERON.**

that have fortified the position I then took. I think there can be no objection to the hon. Minister increasing his proposed limit to vessels of 150 tons instead of 100 tons. Vessels employed in the coasting trade, as I pointed out on a previous occasion, are usually navigated by persons who are not strictly speaking seamen; that is, they have not gone through a course of training in navigation, but are nevertheless quite capable of performing entire voyages from the Bay of Fundy to the coast of the United States down as far as Baltimore. Now, many of these persons are owners or part owners of schooners; they are men who were probably farmers or fishermen, but by navigating these vessels they have obtained a practical knowledge of the coast, a practical knowledge of the trade. They are perfectly familiar with the coast and harbors, and any person who will take the trouble to examine the coast from St. Croix to New York will see that it is lined with harbors, and those parties are conversant with all the harbors, with tides, are familiar with the fogs, and, in fact, are more capable, from actual experience, of navigating those vessels than men who have been trained in a nautical school. It was contended that the wood boats, which are peculiar to the St. John river, and the schooners employed in the coasting trade, were under 100 tons. I hoped, before this Bill was brought up, to have had the exact number that are over 100 tons. I believe a very large proportion of the vessels now employed are above that tonnage, and the result will be that a great many persons who are perfectly competent, and who would be more trusted by the managing owners of the vessels than men who have passed an examination, will be thrown out of employment, and serious injury will be done to the trade before competent men can be found to take their places. As I said before, they are perfectly familiar with the tides, current and fogs along the coast, and as a general rule these coasters go along in perfect safety on account of the experience of the men who navigate them. Many of these men come from the counties of Westmoreland, Cumberland, and others have for the most part been engaged in farming or fishing, and they have subsequently engaged in navigating these schooners in the carrying trade between the United States and the Maritime Provinces; and, from a long experience, they become even more competent than those who are reported to be able to take ships across the Atlantic. These vessels are sometimes sent across the Atlantic and to the West Indies, and then a different master is placed in them; but for the coasting trade these men are employed, and have been found most efficient. Besides, they carry on trade to the advantage of themselves and their co-owners. It is a very important trade, and it is well known that the coasting trade between the Provinces and the United States is very large indeed, and employs a large number of small vessels ranging from 60 to nearly 200 tons. A large number of them are above 100 tons, and really if the principle which the hon. gentlemen lays down applies to vessels of 100 tons, it is equally applicable to vessels under 100 tons. Now, the qualifications required in masters and mates for the purpose of navigating vessels across the Atlantic are totally different from those required in the schooners which are trading between our coasts and the United States. I do think that if this Bill is passed in its present shape, it will work serious injury to that trade—a trade on which a large number of people of our Province are dependent, not only those of the Bay of Fundy, but a large number engaged on the River St. John. The wood boats are of a peculiar class, and are used on the River St. John from their adaptability to carry large cargoes of lumber, for which they are largely used during the summer months. I find, from reports I have received from men who are conversant with this trade in the city of St. John, that if this Bill passes in its present shape, it will be a serious injury to them, and will largely