

ciently open to meet all the cases to which objection was made.

The clause was allowed to stand.

On clause 98a.

The four preceding sections shall apply also to British ships registered elsewhere than in Canada.

Hon. Sir RICHARD CARTWRIGHT—The clause that is proposed to be amended is for this purpose; it is proposed to take power to compel British ships registered elsewhere than in Canada to obey the requirements contained in the four sections enumerated when sailing from a Canadian port. As the law now stands, a British ship registered elsewhere than in Canada may sail out of a Canadian port in charge of any one, whether certificated or not. It is to prevent this state of affairs that the law is being amended.

Hon. Mr. ROSS (Halifax)—The objection to this clause is this: In the case of Nova Scotia they register their vessels in some ports of the West Indies in order that captains and mates having certificates for coasting may sail to the West Indies, and they would consider it a great hardship if this clause were insisted on. I was directed by some of the ship-owners of Nova Scotia to object to this clause altogether.

Hon. Sir RICHARD CARTWRIGHT—Practically speaking, my hon. friend will note that the object of this provision is to compel parties sailing a ship out of a Canadian port to be certificated.

Hon. Mr. POWER—As I understand it, at the present time a Canadian has to be certificated.

Hon. Mr. SCOTT—Yes.

Hon. Mr. POWER—And this is to apply it to British ships?

Hon. Mr. SCOTT—It is to put British ships on the same plane as Canadian ships.

Hon. Sir RICHARD CARTWRIGHT—This will not come into force until it has been proclaimed by an order of the Governor in Council.

Hon. Mr. SCOTT—With the approval of the British Marine Department.

Hon. Sir MACKENZIE BOWELL

Hon. Mr. ROSS (Halifax)—There are vessels owned in Nova Scotia that are registered in ports in the West Indies in order that those having coasting certificates may sail those vessels without being subject to having a captain and mate's certificates. Our experience in Nova Scotia is that our coasters, as a rule, are more successful in sailing their own vessels even to foreign ports than perhaps those who have certificates as captains and mates, and that is why they object to that clause.

The clause was adopted.

On the 5th clause.

5. Section 100 of the said Act is amended by inserting after the word 'hire' in the third line thereof the words 'or to steamers of not more than five tons gross tonnage.'

Hon. Sir RICHARD CARTWRIGHT—I may mention the reason for this is to allow small gasoline yachts to carry passengers without having certificated masters in charge.

Hon. Sir MACKENZIE BOWELL—How far would that apply to vessels of the character to which the hon. gentleman refers sailing on the lakes? I could understand that in the inland waters, the bays and inland rivers, the concession is a very good one, but sailing on the great lakes is as dangerous as on the sea itself.

Hon. Sir RICHARD CARTWRIGHT—Where the tonnage is so small as five tons gross tonnage I do not think there would be much risk in giving the privilege.

Hon. Mr. LOUGHEED—Would that exempt the ordinary pleasure yacht?

Hon. Mr. SCOTT—Yes.

Hon. Sir RICHARD CARTWRIGHT—Five tons would cover practically speaking what are known as launches. I do not think it would cover anything that ought properly be called a yacht. My hon. friend probably is aware that on our inland waters, and indeed on all our lakes, there are a large number, a growing number of small launches ranging from 20 to 30 feet. They are usually worked by their owners, and it would be almost an absurdity to require that these should have certificated masters in charge, if they presume to take a passenger or two on them.