

captains. If it will be necessary to provide two or three or half a dozen new places for these examinations, why, we shall do it, rather than subject captains to the inconvenience and expense of travelling long distances. Owing to the extent of the Dominion, it is impossible to make a conjecture at present how many will be necessary to accomplish this work.

Mr. WELDON. The different classes of men will require different examiners?

Mr. McLELAN. I think I stated the other night, that the general outline of the plan would be to appoint a certain number of men with general qualifications and general knowledge, who will go into the district and select a man familiar with that particular trade and with its requirements, and to sit on the board of examination; and also with some knowledge of the men who are to be examined. I think that this is the most convenient mode that can be adopted.

Mr. BLAKE. Of course, if the Bill was in accordance with the hon. gentleman's resolution, it would rather occasion a crush of work at first for the examiners, inasmuch as all at present engaged in the trade would be subject to examination; but this will not now be the case. The hon. gentleman proposes, as I understand it, to insert an addition to the sixth clause, which provides in more detail for obtaining certificates of service without any examination at all on the production of certain certificates; that is what I understand, and if that be correct, it seems to me a little out of place to provide, as he does in this clause, for the obtaining of these certificates from these examiners, at an examination to be held at those times and places. These certificates of service are to be obtained upon certain proofs no doubt, but these proofs are to be in writing, and inasmuch as we are subjecting for the public good those engaged in carrying on this trade without any certificates, to a certain amount of inconvenience, the hon. gentleman will agree that the fair mode to adopt in order to apply whatever test may be prescribed, would be to adopt the one involving the least amount of inconvenience. I should say that if the full regulations giving the form of certificate were widely disseminated by being sent, say, to the officers of the Department in the various Provinces, it would be more convenient than that some specific time should be named of comparatively short duration within which the examination should take place on the spot. Ample time would thus be given so that there would be no difficulty about their being able to obtain their certificates.

Mr. McLELAN. I may say that after having amended this Bill in a particular way, I came to the conclusion, after hearing the opinions of hon. gentlemen, that I had better frame a clause specially providing for these cases, so that there might be no misunderstanding.

On section 4,

Mr. McLELAN. I propose to make the fee for a certificate as mate \$4, instead of \$5.

Mr. WELDON. Considering the low wages which these men are paid as compared with masters, I should think that \$2 would be sufficient.

Mr. KEEFLER. I would suggest that the certificates of competency of masters and mates should be \$1 and \$2 respectively.

Bill reported.

HARBOR ACCOMMODATION FOR THE CITY OF TORONTO.

Sir HECTOR LANGEVIN moved the second reading of Bill (No. 106) to increase the harbor accommodation of the city of Toronto, to extend the Esplanade, and to provide for the control of the use thereof by railway companies. He

said: I would ask that this Bill be now read a second time and sent to the Railway Committee, so that ample time may be given to the city of Toronto and those interested in the Bill to come before the Committee, and discuss it there. It has been represented to the Government that this is a matter of great importance to the city and harbor of Toronto, as well as to those who advocate the Bill.

Mr. BLAKE. If we accede to the hon. gentleman's motion it is with the view and on the understanding that adequate notice, a special notice, be given to the private individuals and the great corporations who are affected, and I think those who are promoting this Bill ought to see that a direct notice is given to the railway companies.

Sir HECTOR LANGEVIN. The intention is to give full notice to the parties interested, especially the railway companies and the city of Toronto. I think if this Bill was taken up on Tuesday next it would give ample time for the parties interested to come before the Committee and present their views.

Bill read the second time.

Sir HECTOR LANGEVIN moved the adjournment of the House.

Motion agreed to; and (at 11:50 o'clock p.m.) the House adjourned.

HOUSE OF COMMONS,

THURSDAY, 19th April, 1883.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

TIMBER AND LUMBER TRANSMISSION.

Mr. COSTIGAN moved that the House, to-morrow, resolve itself into Committee of the Whole to consider the following resolution:—

That it is expedient to make more ample provision respecting the regulation and collection of tolls and dues for the use of Government works constructed to facilitate the transmission of timber and lumber down rivers and streams; to authorize the Governor in Council to make regulations in that behalf, to require the verification of statements respecting such matters by oath, and to impose penalties for infractions of such regulations; and to provide that timber and lumber and the products thereof shall be liable for such tolls and dues, and may be followed until the same are paid."

Motion agreed to.

PERSONAL EXPLANATION.

Mr. BERGIN. Before the Orders of the Day are called, I desire to call the attention of the House to the following paragraph, which appeared in the *Toronto Globe* of yesterday:

"Mr. Bergin, of Cornwall, was exceedingly anxious to avoid voting, and, at the last moment, wanted to pair with a gentleman who intended to vote, and did vote, for a six months' hoist."

The facts are the reverse entirely. The hon. gentleman for South Victoria met me in the lobby, and said he was desirous of going away on the ten o'clock train, and that if a vote was not arrived at before that hour he would like to pair with me, and I declined. Shortly afterwards I saw the hon. member for Durham, the whip of our party, and I asked him if our hon. friend for South Victoria had succeeded in obtaining a pair, and he said he had not. He said: "I have another gentleman who wants to pair, the hon. member for Selkirk," and he asked me to pair with him. That I also refused. Before the vote came on I was asked if a pair could be got for the hon. member for West Hastings, who is known to be in bad health, and not able to sit on a long