

the tacit compact that these Estimates should not be brought up in the absence of the hon. member for Pictou.

Sir CHARLES TUPPER. I think the suggestion of the Minister of Trade and Commerce meets the case, one item to be reserved, with full liberty to discuss the whole penitentiary vote.

Penitentiaries—Kingston..... \$167,300

Sir CHARLES TUPPER. Perhaps you had better reserve that.

Mr. DEPUTY SPEAKER. Stand.

Resolutions to be reported.

The PRIME MINISTER (Mr. Laurier) moved the adjournment of the House.

Motion agreed to, and House adjourned at 10.30 p.m.

HOUSE OF COMMONS.

TUESDAY, 25th May, 1897.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

SPECULATION IN BUTTER AND CHEESE.

Mr. PARMELEE moved for leave to introduce Bill (No. 112) to prohibit improper speculation in the sale of butter or cheese. He said: I suppose at this late stage of the session there is no hope of this Bill becoming law this session. My object in introducing it is to bring it before this House and the country, so that it may be discussed by the Dairymen's Associations. I am credibly informed that a practice of speculation has grown up in butter and cheese which is decidedly detrimental to the interests of the producers. As everybody knows, the butter and cheese industry is perhaps the largest industry in this country, and if we could eliminate speculation from it, we would be taking a step in the interest of dairymen. The export trade in butter and cheese is controlled by a few firms who, I understand have a practice of cabling over large offers, which have the effect of making the English importer timid, of placing the English market in a waiting mood, of depressing values on this side, and enabling our Montreal shippers to purchase our summer makes at prices lower than they ought to be. The object of this Bill is to make it a criminal offence for the shippers of butter and cheese to sell or offer to sell these articles in the English market in advance of their being made in this country. If a

Mr. FITZPATRICK.

Bill of that sort can be passed, it will have the effect of improving one of our most important industries and of giving our dairymen far better prices than they are now obtaining. I do not think it necessary that I should go further into an explanation of the Bill at the present time.

Motion agreed to, and Bill read the first time.

STEAMBOAT INSPECTION ACT.

The MINISTER OF MARINE AND FISHERIES (Mr. Davies) moved for leave to introduce Bill (No. 113) to amend the Steamboat Inspection Act. He said: The amendments proposed are important for the inland lakes, but do not apply in the case of sea-going steamships. They are made on the report of the Board of Engineers for the Dominion. As the law stands, a first-class engineer is qualified to take charge of a steamboat, irrespective of her horse-power, and that is found to work badly. By the change proposed a first-class engineer can be qualified to take charge of a steamboat, not with respect to her tonnage, but her steam power, so that it would not matter so much what the tonnage of the vessel would be, if this Bill passes. A third-class engineer would be qualified to take charge of a single cylinder engine of 30 horse-power and a compound engine of 45 horse-power, which is equivalent to a single cylinder engine of 30 horse-power.

The other alteration is in subsection 5 of section 42 of the old Act. Applications have been made from time to time to the department to enable fourth-class engineers to act in conjunction with or as assistants to first-class engineers. Curiously enough, as the law now stands, a fourth-class engineer can act as an assistant to a second- or third-class, but not to a first-class engineer, and the change proposed will enable a fourth-class engineer to act in the capacity of assistant to any engineer. It also proposes that the Minister of Marine and Fisheries may be authorized upon the report of the inspector of boilers and machinery in whose district the steamboat is running, to grant permission to an applicant, sufficiently qualified by his knowledge of steam machinery and engineering, to act as engineer on a steamboat carrying passengers within certain specified limits on the Canadian waters. As the matter now stands, there are small steamboats in our lakes and rivers which are run by men possessing practical knowledge of engines, but who have not their certificates, and the large steamboat owners have petitioned time and again that the Minister in charge, on the report of an inspector of boilers and machinery, may authorize an assistant, who is not a qualified engineer, to act as engineer on these smaller boats.

Motion agreed to, and Bill read the first time.