

from the President of the St. John Board of Trade approving of the bill in its final form. He was quite sure the Minister of Marine, an efficient and zealous representative of New Brunswick, would not press a measure inimical to the marine interests of that or any portion of the Dominion. (Hear, hear). After the experience we had had of the Maritime Province trade with the West Indies, and of the St. Lawrence, there could be no doubt of the necessity for such a bill, which he did not conceive went too far. We should make a beginning and proceed or improve with experience. [Hear, hear].

Hon. Mr. WARK contended his principal point had not been met—namely, the unfairness of placing restrictions on Nova Scotia and New Brunswick vessels sailing to the West Indies, while leaving the St. Lawrence vessels to carry as heavy deck loads as they liked, to more distant countries on this side of and beyond Cape Horn. The argument for restrictions upon them was far stronger than as regards the other fleets. He argued the whole principle of prescribing a certain uniform height of deck load was wrong. Mr. Plimsoll's Bill, fixing a load line a certain distance from the water line up to the gunwale was more correct. For vessels were so differently constructed that what was a moderate load for one was a heavy load for another. A vessel with two feet more depth of hold, could not carry the same deck load with a vessel of shallower hold. Then the breadth of the beam and the size of the ship should be considered. With a law of this kind there should be an inspector at the port of shipment. The same rule could not justly apply to all vessels, some of which were safer with a deck load than without one.

Hon. Mr. CAMPBELL contended in reply to the above, and a few further remarks from Hon. Mr. KAULBACK, that it was necessary to apply some remedy to undoubted evils, of whose existence the Consul General's letters to the British Board of Trade and other evidence furnished proof. If this Bill did not go far enough, it would constitute good ground work for additional legislation another session. The honorable gentlemen in opposition to him had not shown no evil existed, nor any good reason for neglecting to combat it in the way proposed.

Hon. Mr. McCLELAN opposed the Bill as calculated to injure the trade of the lower ports.

After some remarks from Hon. Messrs. Fiske and Wilnot,

Hon. Mr. RYAN said—If you allow

American bottoms to carry deck loads to a large extent, they will take from us the greater part of the carrying trade.

Hon. Mr. CAMPBELL—The bill applies to American bottoms in Canadian ports.

Hon. Mr. RYAN—But they will go from a Canadian port to one of their own, and thence to the West Indies. To prevent loss of life by deck loads, we should have to get a general law by conference with the great shipping powers. It would also be a mistake to prevent vessels carrying undressed spars above deck; on the voyage sailors were often usefully employed in preparing or dressing them for use. He could not see the propriety of restraining these vessels in this matter.

Hon. Mr. CAMPBELL promised to call the attention of the Minister of Marine to this point.

The motion by Mr. WARK was then put, and on a division rejected. Contents, 15; non-contents, 16.

Clause three, therefore, stood as amended by the majority of one.

In reply to members,

Hon. Mr. CAMPBELL said he would consult the Minister of Marine as to spars, and would mention the closeness of the division on clause three. He then moved the committee rise, report progress, and ask leave to sit again. Carried.

It being six o'clock, the House rose.

AFTER RECESS.

The SPEAKER took the chair at eight o'clock.

A number of bills were received from the House of Commons, some with amendments.

Hon. Mr. RYAN moved the third reading of the bill to incorporate the Labrador Company, as amended. Carried.

On motion of Hon. Mr. CAMPBELL, the House went into Committee of the Whole on the Shipping Registration Bill.

Hon. Mr. BUREAU proposed an amendment designed to prevent conflicts of jurisdiction in Lower Canada in regard to the Civil Code. This year, he said, a great many errors had been committed in legislating, with respect to the different jurisdictions.

Hon. Mr. CAMPBELL accepted the amendment.

Hon. Mr. KAULBACK recommended the amendment of the 26th clause with a view to the protection of ship owners against the possible malice of parties who might wish for detentions and expenditure of money without good grounds.

Hon. Mr. CARRALL also suggested an