

Company, east from Savona to Eagle Pass, a very important position, not inferior to that he occupied before, and where his services would be of greater value. The Port Moody contract has been completed within the time limit named in the contract. The contract is for a lump sum, and not a schedule contract. The lump sum was not exceeded. Mr. Onderdonk is now running trains over the Canadian Pacific Railway in British Columbia for the conveyance of mails.

#### TERMS OF UNION WITH PRINCE EDWARD ISLAND.

Mr. CHAPLEAU. I wish to supplement the answer I made yesterday to the hon. member for King's, P.E.I. (Mr. McIntyre), concerning the deputation of the Prince Edward Island Government to England on the subject of the conveyance of mails between Prince Edward Island and the Dominion mainland. My answer was correct, that no communication has been received from the Imperial Government; but on arriving at the Department I made further enquiries, and I find a despatch has been received from the High Commissioner, Sir Charles Tupper, transmitting a letter of the Colonial Office to him, asking him to be party to a conference to be held between the Colonial Secretary and the Prince Edward Island delegation. That despatch includes also a copy of his answer to the Colonial Office, the memorial of the delegates, and the answer of Sir Charles Tupper to their memorial, to be submitted at the conference. These papers are being copied, and will be brought down when the Address, notice of which appears on the Notice Paper in the name of the hon. member for King's, P.E.I., is voted.

#### STEAMBOAT INSPECTION ACT, 1882.

Mr. FOSTER moved that the House resolve itself into Committee of the Whole to consider the following resolution:—

That it is expedient further to amend the Steamboat Inspection Act, 1882.

He said: Since 1870, masters and mates who were granted certificates by the Marine Department of Canada, have been allowed equal privileges in the United Kingdom with masters and mates certificated by the Board of Trade. The same privilege has now, upon the recommendation of the Board of Trade, been extended by Order in Council to include engineers of first and second class. The object of the resolution is to prepare the way for introducing a Bill to make the necessary legislation to give effect to that. Other amendments are introduced into the Steamboat Inspection Act. The principal one provides for the separation of the certificates granted by hull and boiler inspectors. Under the present law, the hull inspectors did their duty and gave their certificates, but their work had to be revised by the inspector of boilers. It is proposed now to make the certificate of inspection of hulls sufficient without that revision. It is proposed also to make the certificates granted to engineers equal to those granted to masters and mates in point of continuance, as under the present Act they have to be renewed yearly. Under the amendment proposed, these certificates, once granted, are held by the engineers during good behaviour, or while they fulfil the conditions proposed. This will reduce the expenses of examination, and remove a grievance long complained of by the engineers. To obviate danger from fire on certain passenger steamers carrying between decks hay and other combustible material, coal oil lamps cannot be used. This with some minor particulars make up the resolution.

Mr. POPE.

Mr. COCKBURN. It is high time some Bill was introduced to amend this Act, and I hope this one will be sufficiently comprehensive. Otherwise, I will deem it my duty to offer amendments which will have the effect of removing any anomalies that the hon. gentleman's Bill may not deal with. I hope the Bill will apply to all our navigation interests, including the minor waters. In the latter a hardship arises through the fact that fourth-class engineers cannot get out of that class, and are not allowed to take charge of a passenger vessel, no matter how small, although well qualified to do so. I addressed a letter on that subject to the Department; and if I find the difficulty is not remedied in the new measure, I will have to propose an amendment, and test the sense of the House on the matter. But I am in hopes that the present Minister of Marine will be more practical than his predecessors, and enquire into the matter. Hitherto the Steamboat Inspection Act has been the laughing-stock of practical men. They have laughed at the Ministers and at some of the steamboat inspectors, and have ridiculed the absurdities and the impracticable regulations in regard both to masters and engineers. I cast no reflection. We must judge the measure on its merits when it comes; but I throw this out as a note of warning that past legislation has been anomalous and defective.

Resolution considered in Committee, reported and concurred in.

Mr. FOSTER introduced Bill (No. 103) further to amend the Steamboat Inspection Act of 1882.

Bill read the first time.

#### CANADA TEMPERANCE ACT AMENDMENT.

Mr. ORTON. I ask the indulgence of the House to allow me to introduce Bill (No. 104) to amend the Canada Temperance Act of 1878. As one of the reasons which constrain me to introduce this Bill, I have received from the town of Orangeville, in my county, in which the Act has been in operation for twelve months, the following resolution, a copy of which I have transmitted to the Secretary of State:

"Mr. Foster moved, seconded by Mr. Booth, that whereas the Scott Act has been in force from 1st of May last without furthering the cause of temperance or morality, and at the same time a large monetary loss to this town; that we believe an Act of Parliament cannot be properly enforced where a large number of the people are opposed to its working, and only tends to educate the people to be law-breakers rather than good citizens; that we believe the only successful course for temperance people to pursue is moral suasion, and that a well-regulated licence Act is far superior as a temperance measure than any Act of total prohibition: Therefore, be it resolved by this council, that the wise course of the Federal Parliament to pursue at the present Session would be to amend the Scott Act by allowing the issue of wine and beer licenses; that the clerk forward this resolution to Dr. Orton to present to the Government."

I move the first reading without further remarks at this stage.

Mr. BLAKE. What is the object of the Act?

Mr. ORTON. The object of the Act is to amend the Canadian Temperance Act of 1878 by allowing the sale of beer, wine and cider, not containing more than 15 per cent. of alcohol; and to allow, in counties where the Scott Act is in operation, the privilege to the people, by a similar petition of a similar number of the electors in a similar manner, to have an election to decide whether the people shall agree to have beer, wine and cider exempted from the operation of the Scott Act after a certain time has elapsed.

Motion agreed to, and Bill read the first time.

#### POST OFFICE ACT AMENDMENT.

Sir HECTOR LANGEVIN. As I desire to strike out one word in the second sub-section of the first section of