

The MINISTER OF MARINE AND FISHERIES. The examination will remain the same or new regulations will have to be made, for this is in order not to exact the same qualifications for the home trade voyage as is expected for coasting voyages.

Mr. BORDEN (Halifax). Is this based on any legislation to be found in England or elsewhere?

The MINISTER OF MARINE AND FISHERIES. I cannot state. The suggestion has come from the shipping and fishing interests.

Hon. Mr. ROSS (Victoria, N.S.). The regulations require for first-class certificates for foreign voyages; six years sailing from a port in Canada. I knew of the case of a young man who went from New Zealand home as first mate. He came to Halifax to take charge of a ship to go out to New Zealand, but he would not be allowed to pass the examination because he was not sailing for six years out of a port in the Dominion. That regulation, I think, is still in existence.

Mr. SCOTT. I have been asked by the hon. gentleman from Selkirk (Mr. McCreary) who is unavoidably absent to-day, to bring to the attention of the Minister of Marine and Fisheries a protest which has been addressed by a Manitoba gentleman who is engaged in the fishing trade on Lake Winnipeg. This gentleman writes to the member for Selkirk with regard to engineers' certificates, in the issue of which it is proposed to make a change. He says:

It does seem to me absurd that a fish-tug such as we have running, about five horsepower, should be compelled to carry a licensed engineer while a yacht with three times as much power, and three times as many valuable lives on her can go free or run without a licensed engineer. Those tugs have no one but fishermen on them, they carry no passengers, and as far as the steamboat interests here are concerned we would like to have the law left as it is, till we have an opportunity to look into it. We find it very difficult at present to conduct our business; engineers have to be imported here every year, we have only about three months work, and to import an engineer every year for three months work will cost us about \$300 per month. All that expense tacked on to a little fish-tug will simply make the running of fish-tugs in this country prohibitory. When I say \$300 a month I know what I am saying. We have an engineer here from the east now; we pay him \$900 for the season. Few of the fish-tugs run more than two months and a-half. The license to fish runs out on 1st September, and as you know we do not get started to fish till well on in June.

The MINISTER OF MARINE AND FISHERIES moved for leave to introduce Bill (No. 226) to amend the Act respecting certificates to masters and mates of ships.

Motion agreed to, and Bill read the first time.

SUPPLY—IMMIGRATION.

The MINISTER OF THE INTERIOR (Hon. Clifford Sifton) moved that the House again go into Committee of Supply.

Mr. URIAH WILSON (Lennox). Mr. Speaker, before you leave the Chair I wish to call the attention of the House to a subject which I think is of very great importance to this country. It is not that we on this side of the House are opposed to immigration, because we would be very glad to see coming here a very much larger number of immigrants than we are getting at present provided they were of the right class; but, what we do object to is that the government has not been particular enough in examining the kind of people they allow to come to this country. If I may be pardoned for referring to a statement made by the Minister of Agriculture the other night, I may say that my eyes were opened as never before to the system under which immigrants are allowed to come here. I was under the impression that these immigrants were inspected before they were allowed to land on our shores, but the Minister of Agriculture stated that his officers took no notice of what he called these smaller diseases such as trachoma, and that the only diseases which come under the attention of his department were such as small-pox and fever. If the ship reported a clean bill of health she was allowed to go through, no matter whether the immigrants were paupers, or criminals, or were suffering from disease generally. I was greatly astonished when I read the last report of the immigration commissioner at Washington wherein he referred in very strong terms to the kind of people we are allowing to come into this country. He showed that it was impossible for the Americans to keep them out of the United States without placing a numerous staff along the border. They first commenced by opening an office in Montreal which had control from Sault Ste. Marie to some port in Maine, but they found that was not sufficient and last December they had to appoint an inspector at Winnipeg, and last April they extended their system to Vancouver, because they found that a very undesirable class of immigrants were getting into the United States through what they called the back door of Canada. My attention was called to the report of the Immigration Department of the United States with reference to the number of immigrants that landed at the port of Quebec during the month of May. There were 2,627 who were, I suppose intended for the United States, and of these 2,584 were passed and forty-three detained. As I did not understand what 'detained' meant, I thought I would try and get the information by putting the following questions on the notice paper, which I did on the 24th of June: