

Mr. DUFF: Will the fees be set out in the Bill?

Mr. BALLANTYNE: Yes.

Mr. DUFF: Will the hon. minister explain subsection 2, reading:

That section 643 be amended by omitting the amount specified therein as payable for duty, and so on.

Mr. BALLANTYNE: Section 643 of the Shipping Act enables the Governor in Council to fix the amount of duty to be paid yearly and every year by the owner and master of every steamboat registered in Canada, not exceeding ten cents for every gross ton. That charge is too low and only applies to steamers under British registry. We shall amend this section so as to be able to levy duties which will raise our revenue from \$3,200 a year to \$105,000.

Mr. DUFF: It seems to me that perhaps "charge" or "fee" would be preferable to "duty."

Mr. McKENZIE: Does this apply to all classes of steamers?

Mr. BALLANTYNE: Yes.

Mr. McKENZIE: Would the minister be able to give us any idea of the scale of fees? In the case of a small tug boat engaged in towing around certain wharves it might be hardly worth while to exact any fees.

Mr. BALLANTYNE: In the case of steam driven vessels under fifty tons there is no charge whatever. For a fifty ton non-passenger steam vessel the charge would be \$15; from 50 to 100 tons, \$25; from 100 to 150 tons, \$30; from 150 to 200 tons, \$35; from 200 to 300 tons, \$45; from 300 to 500 tons, \$55; from 500 to 700 tons, \$75; from 700 to 1,000 tons, \$110; from 1,000 to 2,000 tons, \$135; over and above 2,000 tons and up to 10,000 tons, \$50 for each additional 1,000 tons. The charge for passenger ships is \$5 per ton higher.

Mr. DUFF: Is that per registered ton?

Mr. BALLANTYNE: Yes.

Mr. McKENZIE: I wish to draw the attention of the minister to the fact that in my province freight and passenger boats on regular runs receive very substantial aid from the Government by way of subsidies because their traffic earnings are not sufficient to justify a regular service. There is not much logic in handing to a boat a subsidy with one hand and taking it away with the other by charging for the inspection of hulls, boilers and machinery. If the Government find that certain lines can-

not get along without Government aid and that the country has any money to spare, all right; but these charges should not be made applicable to boats which are subsidized and which could not get along without that assistance.

Mr. BALLANTYNE: Since 1903 no charges of this kind have been made upon Canadian registered vessels. But the increase in tonnage has been very great, and the work of the steamboat inspection branch of my department has largely increased. We have the chairman of the board, two chief inspectors at Ottawa, twenty-seven inspectors stationed at various ports, and twelve clerks. The administration of the branch is costing the country \$105,000 a year. It is in the interests of public safety that these vessels be inspected during construction as well as while in operation; and it is hardly fair to ask the country to perform that inspection service without making any charge for it.

Mr. J. H. SINCLAIR: Is a certificate of inspection in England recognized by the minister's department? Some years ago it was regarded by the Canadian inspectors as necessary that all Canadian boats should be subjected to Canadian inspection. But the ocean-going boats were frequently repaired in England and subjected to Lloyd's inspection over there, and when the captain returned with Lloyd's certificate of inspection he was liable to be called upon by the Canadian inspector to have a second inspection, with resulting delay and additional cost. I should like to be assured by the minister that the boats are not to be subjected to two inspections.

Mr. BALLANTYNE: In the case of a vessel which was being constructed, inspection would have to be made by Lloyd's as well as by officials of the Marine Department. In the case of vessels already in commission the inspection of the Canadian

5 p.m. Government officials is recognized in England. The charges for inspection in England are about the same as we propose. They charge for a passenger steamer not exceeding 100 tons, £4; exceeding 100 tons and not exceeding 300 tons, £6; exceeding 300 tons and not exceeding 600 tons, £8, and so on. I do not know of any country that performs gratuitously the service which Canada performs in this connection. I assure the hon. member that any inspection made by Canada under the Canada Shipping Act will be recognized in all countries.