

the fees collected by \$2,000 a year. It is not a very serious loss for the service rendered, but still it is thought that the fees should bear some proportion to the expense. The hon. member for Gaspé says that we ought to elevate the standard of the men commanding these vessels; but I think, if you granted them a certificate either of service or of competency, without any charge at all, they would look upon it as something of no great value. I have named here for a certificate of competency, \$8 and \$4. For a certificate of service I said \$5 and \$2, but some hon. gentleman seemed to think it too high, and we might make it \$4 for masters and \$2 for mates. The same hon. gentleman has referred to the engineers and the complaints they make. The engineers pay very frequently, but a master gets his certificate once and it is for life; it is his certificate of competency as long as his age does not exceed the limit fixed. I do not think a fee is very important to the Bill, but I think it is unwise to make the fee too small, as the master would then consider his certificate of competency of no great value; at the same time, the fee should be moderate and should bear some proportion to the expense.

Bill read the second time; and the House resolved itself into Committee.

(In the Committee.)

On section 2,

Mr. McISAAC. Do I understand the certificate of service is obtained in the same way as in the Act of 1870?

Mr. McLELAN. Yes; there will be no more difficulty in obtaining it than before.

Mr. KEEFLER. I should like it to be provided that parties would be examined in the counties or districts where they reside and should not be obliged to go to Halifax or St. John.

Mr. McLELAN. That is a matter of detail which it is impossible to place in the Bill. At present candidates for examination generally attend at Halifax, St. John or Yarmouth, at all of which places there are schools where they attend previous to the examination. But as this is not a scientific examination the regulations will be made to meet as far as possible the convenience of the masters and mates who are candidates.

Mr. KEEFLER. They are poor men and cannot afford to go to Halifax for five or six weeks.

Mr. WELDON. How are the examiners to be appointed? Will there be one board for the Maritime Provinces, or will there be local boards?

Mr. McLELAN. That matter has not been very seriously considered, but a number of men will be required to meet the requirements.

Mr. ROBERTSON (Shelburne). As the hon. Minister is aware, a large number of Nova Scotians now command American vessels sailing from Gloucester. They are absent for three or four months and spend the balance of the year in Nova Scotia. If any of these men, who have served as masters on board of American vessels, desire to return and be employed on Canadian vessels, will they be placed on the same footing?

Mr. McLELAN. I think if Nova Scotians have served on foreign vessels and have certificates showing their positions, they would be entitled to the same privileges here.

Mr. VAIL. But the Bill says they must be domiciled in Nova Scotia.

Mr. McLELAN. Service on board of a ship is included in the word "domiciled."

Mr. PAINT. Many of these men have obtained American citizenship, and they now come back to Nova Scotia in consequence of the good times created by the Tariff.

Mr. McLELAN.

Mr. BLAKE. If the very reasonable suggestion made by my hon. friend is not carried into effect there will be a barrier placed in the way of Nova Scotians and New Brunswickers, who have served on American vessels, coming back and serving on Canadian registered vessels. I think the clause is too restricted, and that some provision should be inserted to meet this case.

Mr. McISAAC. I desire to enquire whether it will be necessary that the experience shall have been obtained on a vessel of the same tonnage as the class to which this Bill applies.

Mr. McLELAN. I think not.

Mr. FORTIN. Yes; you want to examine captains and mates of coasting and fishing vessels. You know very well that a sailor who is trained on sea-going vessels and at sea on foreign voyages, is not fit to be a coaster, nor the skipper of a fishing vessel. This is a trade by itself, which is learned near the shore, amid the most difficult navigation in the world. He must know perfectly the coast, and the currents, and the capes, and the tides, and everything of that nature; and, consequently, the examination of the captain of a coasting and fishing vessel should be totally different from that of a sea-going captain, who is not fit to be the captain of a fishing vessel or coaster. The examination of the former should be peculiar, and not scientific at all. He should know the chart, how to calculate distances, and the compass, and the currents of the seasons in which he sails, and the capes and the tides; and when these men know that, they are able to command a fishing vessel or coaster.

Mr. WELDON. I would suggest this change: "British subjects, whether they have served in ships, British or foreign, in like trades."

Mr. BAKER. I do not presume to debate the legal aspect of the clause, but I wish to see provision made whereby Americans cannot come in and get command of our vessels.

Sir CHARLES TUPPER. The proposal is not that Americans should come in and get command of our vessels, but to allow a large number of our people, who have gone to the United States and become masters of vessels there, and are extremely competent to discharge the duties which it is proposed to render more perfect by the administration of this Act, to return to this, their own country, and command our vessels instead of devoting their lives and services to the service of another country. The object is not to shut them out from returning, but to offer every possible inducement to prevail on them to come back to this country, and I think that this object is worthy of every possible consideration.

Mr. WELDON. I suggest that the following words be inserted:—"persons serving in ships so registered, and British subjects serving in foreign ships in like trades."

Mr. BLAKE. I would like to get some idea from the hon. gentleman, as to the number of persons to be appointed under this clause, and as to the probable charge, upon the public, which he anticipates will be occasioned by it. Of course, I am aware, that this will be to some extent conjectural, but he has not brought down this Bill, I imagine, without having some idea as to the extent what this charge will be.

Mr. McLELAN. It will be impossible now to define how many persons are to be employed, and how many examinations will be held, until it is thoroughly understood where may be the most convenient places and times to have these examinations, and where the homes of the captains in the winter season may be—which has not yet been ascertained;—so it is impossible to fix any number of places, at which the examinations may be held;—but it is proposed to do this with the least inconvenience and expense to the