

sum of \$5,000 was paid down; the balance is to be paid by annual instalments of one-fifth, with interest at 6 per cent. The disposal was effected by private sale. Besides the pecuniary price the sale has been made subject to the following conditions: That the purchaser is to keep both mills in perfect running order; that he will grind Indian and Government farm produce at one-half the rate charged to other parties; that he will make the lumber required for Government and Indian purposes at \$20 per 1,000 feet for five years; that the grinding of the grain and the making of the lumber for the Government and Indians shall have preference over any other work done at the mill; besides which, he was to take over the servants of the mill from the time of the contract.

SUPPLY FARM ON PINCHER CREEK.

Mr. CAMERON (Huron) enquired: Has the Home or Supply Farm on Pincher Creek, North-West Territory, been sold, leased or otherwise disposed of? If so, when, and to whom, and at what price? Have the stock, plant, and farming implements on said farm been sold or otherwise disposed of? If so, to whom, when, and at what price? Were such sales or other disposals by public competition, or private sale?

Sir JOHN A. MACDONALD. Pincher Creek Indian Farm was leased on shares on the 8th of March, 1883, to Jas. L. Chipman, for one year from the 1st of April, 1884. The lessee is to have three-fourths and the Department one-fourth for that year. The stock, plant and farming implements were transported to the Indian Reserve in the McLeod District. The lease was a private transaction, and was not made by auction.

IMPROVEMENT FUNDS DUE THE TOWNSHIP OF WALLACE.

Mr. McMULLEN enquired, Whether any sum of money accruing to the Township of Wallace, county of Perth, as Improvement Fund money was, on the arbitration between the Provinces, paid over to the Province of Ontario; if so, how much? if not, is there any sum or sums of money due the said township on account of said fund?

Sir LEONARD TILLEY. An answer to the question of the hon. gentleman will be found in the papers which have been laid on the Table of the House.

MEMBER INTRODUCED.

HENRY SMYTH, Esq., Member to represent the Electoral District of the County of Kent (Ontario), having previously taken the oath, according to Law, and subscribed the roll containing the same, was introduced by Mr. Patterson (Essex), and Mr. Wigle, and took his seat in the House.

QUEBEC SCHOOL OF NAVIGATION.

Mr. AMYOT (Translation), in moving for copies of all correspondence between the Dominion Government and the Government of the Province of Quebec, and of all other correspondence, in relation to the School of Navigation at Quebec, and asking for a subsidy from the Dominion Government for the said school, said: Mr. Speaker, some twelve years ago, thanks to the intelligent efforts of the gentleman who now represents the county of Gaspé (Mr. Fortin) a School of Navigation was established at Quebec. This school was subsidized during a couple of years by the Dominion Government. Later on, for one reason or another, this same Government decided not to continue this allocation. There was, and with good reason, quite an agitation among the trade and shipping interest of the country, and earnest entreaties were made praying the Local Government to continue to subsidize the school. This

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Government, true to the devotedness which they are known to have always shown towards all that can aid the advancement and progress of science and arts, extended a helping hand to this institution. They gave it the rooms, furniture, maps, stationery, and all that was required to keep such a school. They also granted to the institution, during a certain time, a yearly subsidy of \$1,000. For the reasons we have explained the other evening, the Government of the Province of Quebec is not willing to continue to subsidize this school. However, we have the proof that the school has given excellent results. Thus, in April last, seven candidates attended the examination; three received certificates as masters, and four received certificates as mates, and since the establishment of the school at Quebec, eighty-two candidates have attended the course of study with the following result: twenty-nine applicants received master's certificates, thirty-four received mate's certificates and three received pilot's certificates; the other cadets are continuing their nautical studies and making the voyages required to obtain their certificates. Since the Local Government has ceased to subsidize this school, it has become necessary to close that institution, but we have deemed it our duty, in the interest of trade and navigation, to approach the Federal Government and to ask them to subsidize this school, whose existence is indispensable to our marine. We must bear in mind that it is the Ottawa Government who, during last Session, passed a law requiring, under a penalty of \$100, that every ship of a certain tonnage should have on board a master and a mate having certificates. The Act 46 Vic., chap. 28, sec. 7, says, among other things:

"After the first day of January, which will be in the year of Our Lord, one thousand eight hundred and eighty-four, no sailing ship registered in Canada over one hundred tons register tonnage, nor any steam ship so registered, shall go from any port or place in Canada on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, or on a fishing voyage, or be licensed or allowed to ply on any Canadian water, unless the master thereof has obtained and possesses a valid certificate of competency or service as master for inland, or (as the case may be) coasting ships of the class and description to which such ship belongs, from the Minister of Marine and Fisheries, or a valid certificate of competency or service as master for sea-going ships, from the said Minister, or a valid certificate of competency as master, for foreign-going ships, from the Board of Trade in the United Kingdom, or a valid certificate of competency as master, granted in any British possession and declared by order of Her Majesty in Council, published in the "London Gazette," under the provisions of the Merchant Shipping (Colonial) Act, 1863, or of any Act of the Parliament of the United Kingdom, containing such provisions, to be of the same force as a certificate of competency, as master for foreign-going ships granted under the Acts of the Parliament of the United Kingdom, relating to merchant shipping; nor shall any ship registered in Canada and over two hundred tons register tonnage, nor any steamship so registered and allowed by law to carry more than forty passengers, go from any port or place in Canada, on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, unless such ship carries also a mate who has obtained a valid certificate of competency or service as such mate, granted by some such authority as aforesaid."

The same section also requires a certificate for mates, and provides that any person violating this law will be liable to a penalty of \$100. I do not pretend that this law is unwise. I know that the legislation of a country cannot be too anxious to ensure the safety of navigation, both as regards passengers and as regards the freight carried on shipboard; but on the other hand, if this Parliament has deemed it their duty to impose on the owners of ships having a register tonnage of over 100 tons, the obligation to have on board masters and mates having obtained certificates of competency, it also becomes their duty to put the sailors in such a position as to enable them to follow the course required to pass that examination. This law was useful; it was even necessary and its necessity was shown by the somewhat numerous disasters which took place in our Canadian waters, involving the loss of several ships. I am also glad that this law has been passed because it compels our sailors to acquire sufficient training to obtain certificates of competency. It is a guarantee for the