

gard to their inland waters, and they do not permit our citizens to go to their country and obtain certificates to command their ships, and until they do so I think the position we hold is quite proper, especially as they refuse to reciprocate with us in regard to coasting privileges. While they refuse to recognize our citizens, although properly qualified to obtain certificates, without becoming naturalized citizens, just so long will we maintain our rights, without offence to them, but with justice to our people. The large number of our own people who hold certificates, qualified by their citizenship, by their domicile, by their intention, and the fact of remaining in this country, have a right to the protection at our hands which this legislation affords them, and that, at all events, they shall not be called upon to meet the competition of citizens of a neighbouring country until they are at liberty to go into that neighbouring country and compete with them. That would be an entirely different position. Of course, there is much to be said, as there always is in these propositions, on both sides; but as this Bill is introduced for a simple purpose, it is desirable to adhere to the original proposition as far as possible.

Mr. FRASER. I see a good deal of force in what the Minister says. There is, however, a difficulty in regard to the three years. I know many young men who have gone to sea and been absent for some years, and yet such men on their return could not go up for examination.

Mr. TUPPER. If British subjects.

Mr. FRASER. The very fact that every master and mate must be a British subject should be sufficient, without this declaration as to three years. I know many cases of young men who have gone to sea and afterwards engaged in other employments. If they want to go up for examination they must remain home three years before they have an opportunity to secure a certificate. That is evidently unfair. While I see good reason for saying that a man who has just come into the country should not be allowed to come up for examination, still the fact that those obtaining certificates must be British subjects should be sufficient, and this provision respecting three years will exclude such young men as I have referred to.

Mr. TUPPER. No; a certain service is required, but so long as the service is shown to have been performed that is all that is necessary. Moreover, British subjects going abroad in foreign vessels, or domiciled for three years, are included.

Mr. FRASER. The wording is "present serving," not having served.

Mr. TUPPER. The provision does not say others shall not be, and British subjects serving on foreign vessels will be admitted. It means men having served. It will be deemed to cover not only men residing in Canada, but men who are British subjects sailing in any part of the world.

Mr. FRASER. The person must have served three years at some time. I submit this provision is too stringent.

Mr. TUPPER. That is a delicate question, on which I cannot give advice, for it is the result of rules framed by the Imperial Board of Trade. The moment we depart from the principle of those rules, and from the qualification on which certificates are given, that moment the understanding now had with the Imperial Board of Trade, under which they

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recognize our certificates, falls to the ground. We have been guided by their rule.

Mr. LISTER. I think the Minister of Marine misunderstood and misapprehended the statement of the hon. member for Bothwell (Mr. Mills) when he spoke about free trade in certificates, and the Minister has not stated the position of affairs existing between the United States and Canada so far as masters' and mates' certificates are concerned. I may say to the hon. gentleman that a Canadian going to the United States and seeking the position of master on American vessels is entitled to one, on the declaration of his intention to become an American citizen. It is quite possible he may never complete what he commenced, and never become an American citizen. All that is required is that he should declare his intention to become such, and upon doing that, so far as the laws of the country are concerned, he is entitled to the position. I do not see why there should be this provision, this residence, before a man is entitled to hold a position or receive a master's certificate. I suppose our people can be protected as fully and as completely as it is necessary to protect them by simply declaring, as the law now declares, that before they receive certificates they shall be British subjects. There is no danger of Americans coming here and taking these positions, because they must be residents in this country for three years before they are entitled to certificates under this Act—that is, before they make themselves qualified to become British subjects. If foreigners, they must be resident in this country for three years before they are entitled to certificates. But this provision should not exist in regard to our own people. It should be sufficient if they are British subjects and resident in this country at the time.

Mr. TUPPER. There are local certificates, and it may well be that a candidate who receives a certificate for a certain locality, not having the high technical training required for general navigation, thus gives a guarantee of his knowledge of the locality, because he has been domiciled for three years. There may be that element.

Mr. LISTER. It is possible there may be that element, but this may be ground for refusing a certificate altogether.

Mr. CAMERON (Huron). I have not been able to understand why the hon. gentleman should insist in every case upon the three years limit. I think the hon. gentleman is wrong in stating that a man cannot get employment as master or mate in the States unless he becomes an American citizen. As the hon. member for Lambton (Mr. Lister) states, if a person takes the oath of allegiance and passes the examination he is entitled, in the United States, to become a captain, mate or engineer, although, as a matter of fact, he does not become an American citizen. I know from my own experience that the Canadian law as it formerly stood has worked a great deal of injury in certain portions of Canada, and it will continue to work that injury if not amended. Last election, in the town of Goderich alone, I found no less than forty-five Canadians, some of whose residences are in that town, employed as captains, mates or engineers on American vessels. I am informed by them that all they require to do is to express their intention of becoming American citizens, take the oath of allegiance and pass the