

and that are now only an obstruction to navigation. That ought not to be allowed. After a boat is practically worn out in the United States it is brought in here. I do not remember upon what ground he said these boats are brought in—it is used for a short time in Canada and then becomes completely disabled. Along the Canadian shore and sometimes in the channel these disabled boats are found to the great danger of navigation in that part of the country. In regard to inspection, I had a memorial recommending that there should be no inspection of boats that were below five tons. I see the hon. minister is putting it at three tons. That will be more favourable to the requirements of the public.

Mr. BORDEN (Halifax). I would like to ask what is the exact meaning of the latter part of the resolution :

And for the better regulation of yachts propelled by gas, fluid, naphtha or electric motors.

Is it the intention to exempt them altogether from the operation of the Steamboat Inspection Act ?

The MINISTER OF MARINE AND FISHERIES. Under three tons.

Mr. BORDEN (Halifax). And in case they are not carriers of passengers ?

The MINISTER OF MARINE AND FISHERIES. Yes. They are obliged to carry life saving apparatus.

Mr. BORDEN (Halifax). They are at present ?

The MINISTER OF MARINE AND FISHERIES. Under the new law.

Mr. BORDEN (Halifax). I did not quite gather from the hon. minister what provisions of the Steamboat Inspection Act would be applicable to yachts of less than three tons. I am under the impression that there has been some representation made by qualified engineers in regard to the effect of this proposed amendment of the law, and I would like to ascertain what the exact operation of the law will be when the proposed Bill is passed.

The MINISTER OF MARINE AND FISHERIES. That will come under the next resolution.

Resolution reported, read the first and second time, and agreed to.

The MINISTER OF MARINE AND FISHERIES moved for leave to introduce Bill (No. 225) to amend the Steamboat Inspection Act.

Motion agreed to, and Bill read the first time.

CERTIFICATES TO MASTERS AND MATES OF SHIPS.

House in committee on the following proposed resolution :

Mr. SPROULE.

Resolved, That it is expedient to further amend the Act respecting Certificates to Masters and Mates of Ships, by making provision for a new Certificate called a 'Home Trade Certificate ;' and to otherwise amend the said Act.—The Minister of Marine and Fisheries.

The MINISTER OF MARINE AND FISHERIES (Hon Raymond Préfontaine). The whole of this Bill is new. There are only two changes made in the existing law by this amending Bill, namely : (1.) The introduction of a certificate for a 'Home Trade Voyages' the limits of a 'Coasting Trade Voyage' will not be changed by this Bill, but will be as wide as they were before this Bill becomes law. The extent of the home trade voyages is limited to the voyages along the eastern and western coasts of Canada. For instance, a Canadian home trade certificate would not allow a man to go to the West India Islands or South America, or to any port in the United States further south than the harbour of Portland, Maine, whereas, the now existing coast certificates allow a man to go to the West Indies or any port in the United States, either eastern or western, and, therefore, permits a vessel to go around the Horn from Halifax to Vancouver, or from Halifax to San Francisco. This Bill purely and simply amends the existing law so as to provide for the issue of this new certificate, and for the limits of a home trade voyage.

In the fourth section the provision of the existing law granting temporary certificates for the current season to a master to take charge of a steamer of ten tons has been altered so as to allow him to take charge of a steamer of twenty tons. This has been found necessary to meet the growing wants of the outlying territories, such as the North-west, Manitoba and part of British Columbia, where the carriage of freight is of supreme importance to the settlements, and where ordinary certificated masters will not serve, as the venturer could not pay them the wages they required. It is in the interest of these supplements to give a resident of the place who ventures his money in building a steamer to accommodate the traffic authority to take command of his vessel, provided he satisfies the examiner that he is quite competent to do so on the route over which he wants to ply. These are the only two points affected by this Bill. These amendments, the last one especially, have been asked by the people of the west.

Mr. BORDEN (Halifax). Is the home trade certificate granted for length of service or after examination, or both ?

The MINISTER OF MARINE AND FISHERIES. After examination of course.

Mr. BORDEN (Halifax). Does it depend to any extent on length of service ?