

class engineers under the present Act, on the payment of \$5 to the Inspection Board. It appears that assistant first-class engineers are inferior in qualifications to the second and third-class engineers under the old Act, and I have been asked to insert before first-class assistant engineers second and third-class under the old Act. I would ask, therefore, that after "as" in the first line of sub-section 4, section 46, of the Act be added the words "second or third-class engineer or as."

Amendment agreed to.

On section 16,

Mr. VAIL. It seems to me that this might be improved a little in the wording. It refers to "section 50 of this Act." It ought to be "section 50 of the Act hereby amended."

Mr. MITCHELL. Is this power given to the chief officer, to sell a steamboat in default of payment of the penalties contained in the old Act? It seems a large power to entrust to a chief officer of Customs.

Mr. FOSTER. It is the same in the old Act. I wish to add another section. Section 34 of the old Act provides that life-preservers shall be made of the size and material approved of by the inspector. That may mean the quality of the material, and in that case it is consistent with section 36, which provides that a cork jacket shall be the only form of life-preservers to be used on passenger steamboats. That restricts the form of the life-preserver to one material alone. It has been brought to the attention of the Department that a cheaper, and it is thought equally good form of life-preserver, not made of cork, may be had which could be used on some of the smaller vessels; and probably, if after being tested it proves good, could be substituted in part for the present and more expensive article. I propose, therefore, to amend section 36 by adding "or such other description of life-preserver as may be approved by the Governor in Council."

Mr. WELDON. A cork jacket is known to be a valuable life-preserver on large steamships, and it would be well to limit this to smaller boats.

Mr. FOSTER. Our larger boats carry life-preservers to a certain maximum, and are then allowed to use wooden floats or other contrivances. If a form of life-preserver, other than cork, is found to be sufficient, the deficiency might be made up by these instead of by the bulkier floats.

Mr. MITCHELL. A petition was, I believe, presented to the Department in regard to life-preservers containing a light in the case of people falling overboard. I would ask whether the Department has taken that subject into consideration, because I think it is very important. It is adopted in England, and by our Atlantic steamers, and I think the Minister should give it his attention.

Mr. FOSTER. A largely signed petition came before the Department this year, and I have no doubt that the particular kind of light and preserver is excellent. It was not, however, thought necessary to introduce it by legislation this year. Of course it is an added expense, and, unless there is a fair demand for it, or a necessity for it in our inland waters, the expense would bear heavily, especially just now, when the shipping interest is not in the most prosperous condition in our inland waters.

Mr. MITCHELL. I found that the petition was signed by the leading shipowners of Montreal, and I think it is a subject the Department might fairly take into consideration.

Mr. FOSTER. The Department has already tested those lights, and found them to be excellent of their kind.

Mr. JACKSON. What amount of dead weight are these life-preservers intended to buoy up?

Mr. FOSTER. The Bill provides that every life-preserver shall sustain twenty-three pounds of cast iron immersed in water.

Mr. JACKSON. Under the American system, it is twenty-five pounds.

Mr. FOSTER. It may be objected that substituting this new form of testing might add expense, in that the present life-preservers would not come up to that buoyancy. I am informed, however, by the chairman of the board that the new test will not displace any considerable number of the life-preservers at present in use.

Mr. McCALLUM. Can the Minister tell us the material which the new preserver he speaks of is to be made of?

Mr. FOSTER. At present there is only one material out of which the law allows life-preservers to be made, that is cork. I have had in the Department, within a few days, a rather ingenious form of life-preserver, which the officers are now testing. It is made of light wood, hollow inside, in cylindrical form, with a head screwed into it filled with air. It is very buoyant and less expensive than the cork jacket, and, if it stands the test, it will be as effective and at the same time less costly.

Mr. McCALLUM. It is a most important question whether it would not get out of order and let out the air. Large steamships now carry the cork jackets, and a number of floats in addition. It is easy to throw a piece of plank out which will support a man, and that does not get out of order. You should be very careful in regard to any life-preservers except those made of cork. Formerly they used to make pin-cushions of them and destroy them. It would not do to make a pin-cushion of this new kind.

Mr. BAIN. A friend of mine drew my attention to the fact the other day that in the Act, as you propose to amend it, you require the standard of weight to be thirty-three pounds in place of sixteen. Does that imply that all the old life-preservers are to be laid aside and superseded by the new standard at once, or does it only apply to future changes?

Mr. FOSTER. I explained that a moment ago. The clause which is introduced into this Bill making the new test, is simply a change in the form of test, and the test as applied here will not displace those that come up to the proper test at the present time, so that it will not involve additional expense. It is simply another way of testing by attaching to the life-preserver cast iron metal to the weight of so many pounds, and throwing it into the water, and if the life-preserver buoys it up, it passes the test.

On section 17,

Mr. LISTER. I desire to call the attention of the Minister to a circumstance that materially affects the masters, mates, engineers and pilots of steamers of this Dominion. Before coming down to this Session I met several of these people, and they desired me to call the attention of the Government to the fact that before they were entitled to take command or to sail on American steamers, they have to be residents of the United States and to declare their intention to become citizens of that country. Now, people following these avocations in this country, feel that if such regulations are adopted in the United States our Government ought to provide similar regulations with respect to foreigners in Canada. Within my own knowledge several of our sailors, masters and others, within the last few months, have removed from Canada to the United States and made the necessary declarations although they had heretofore commanded and sailed American steamers while residents of