

do not need to sell it to him. But we so word our patents that he does not have that right. If we worded our patents so that a man was given all the land, say "west of the river Assiniboia in section so and so" then very probably the common law argument of our hon. friend would apply; he would own to the centre of the stream. But we do not so issue our patents. We prepare a plan and that plan shows just how far that man's land extends. We say that he is entitled to the land shown on that plan; and he is not entitled to any more. But it may be, however, as a result of the reasons which I have mentioned, that we can afterwards let him have that land. It may be that we do not need the rest of the land, or it may be that some of it becomes valuable because of recession, and consequently we wish the power to sell it.

Mr. McKENZIE: I do not for a moment profess to say that this Bill takes land from anybody but I do maintain that if I sell a piece of land to a man facing upon the water that gives him the privilege to what is known as a natural highway.

Mr. MEIGHEN: It depends on how the land was described in the conveyance.

Mr. McKENZIE: That is where my hon. friend and myself differ. If in the deed the boundary goes to the edge of the water and there is a natural highway, such as a river or a tidal water in front of the land, that is supposed to be part of the valuation of the land and the privilege attaches to it and does not lie with the seller, because nature has made some changes, to take away the privilege which is attached to the land. If a man sells a piece of land opening upon navigable water he cannot afterwards cut off the privilege of using that navigable water. That is simply the common law.

Progress reported.

CANADA SHIPPING ACT AMENDMENT.

On the motion of Hon. Mr. Ballantyne (Minister of Marine) the House went into committee on the following proposed resolution:

Resolved, That it is expedient to amend Part VII of the Canada Shipping Act, Chapter 113 of the Revised Statutes, relating to Steamboat Inspection, and to provide:—

(1) That Section 578, relating to rules and regulations of the Governor in Council, be amended by adding thereto the following paragraph:—

"(h) for the establishment of a scale of fees and the collection thereof for examining plans of the hulls, boilers and machinery and

[Mr. Meighen.]

equipment, of steamboats; for the inspection of steamboats, their machinery and equipment, during construction; and for such like examinations or inspection in connection with the Steamboat Inspection Service."

(2) That Section 643 be amended by omitting the amount specified therein as payable for duty, and providing that the Governor in Council may from time to time fix a duty to be paid yearly and every year by the owner or master of every steamboat registered in Canada; and that the amount of such duty shall in each case be paid at such times and in such manner and to such officers as the Governor in Council may direct, and such duty shall be paid into the Consolidated Revenue Fund of Canada.

(3) That Section 644 be amended to provide that no inspector shall make or deliver a certificate respecting any steamboat under Part VII unless it is established to his satisfaction that the fees and duty payable in respect to such steamboat for the current year have been paid, and he is satisfied by careful examination that all the conditions and requirements of the Act and of any regulations made thereunder have been fulfilled and complied with in respect to such steamboat; and that every inspector shall report to a chief officer of Customs any violation of, or omissions to comply with the proposed legislation.

Hon. Mr. BALLANTYNE: Mr. Chairman, the object of this resolution is to enable me to introduce a Bill to give the Governor in Council power to fix a scale of fees for the annual inspection of steam vessels in commission and for the inspection of steam vessels under construction. Under the law at present the boilers, machinery and equipment of steamboats must be inspected once a year. Prior to the war the work was not very heavy, but during the war the number of steamships greatly increased, and the inspection now costs the country \$105,000 a year. No inspection charge whatever has been made since 1903, although the Governor in Council has power to charge a small sum of ten cents per ton for the inspection of steam vessels under British registry, the fees from this source amounting to only \$3,200.

In these days of rigid economy the Government thought it well to introduce this resolution so that by levying these fees it might meet the expenditure which, as I have already stated, amounts to \$105,000 a year. Unless this resolution is adopted and the Bill based upon it is passed, we will have to continue to inspect free of charge all steam vessels under construction and also all steamers in commission. In the Old Country a charge is made for such inspection, and I hope the committee will approve of the resolution and of the Bill based upon it in order that by levying these charges we may cover our expenditure in connection with this inspection.