

or at least if they are not to be subjected to examination, it is indispensable that these captains of vessels apply to the hon. Minister of Marine and obtain from his Department a certificate for which they will have to pay the sum of \$5 or \$8 as the case may be. I do not think, Mr. Speaker, that the Government should go so far. I can understand that the Government may desire to improve the qualifications of captains, that is all right; but I do not think, under the present circumstances, that he ought to ask these old mariners who have passed their lives on the St. Lawrence, who understand all the dangers and risks of navigation—he should not require them to pay a fee of \$5 or \$8 as a guarantee that they shall remember these things for the future. The skill of these mariners is well known. They have sailed on the river a long time; they know to perfection every shoal, and on this account they should not be obliged to pay anything for a certificate. Let the law apply to those who in the future may wish to embrace this avocation. I am ready to admit this, but let us not exact from the captains a certificate which will have the effect of extorting from them \$8 or \$5. What will be the result if this law is adopted? Many of these captains might be unwilling to pass these examinations, and if they continue to navigate they may, later on, be exposed to pay heavy fines. I know that this is not a very strong reason to offer to the present law, but I point it out as one of the inconveniences which may result from it. I believe that the best suggestion which can be made, or if the expression may be more agreeable, that the best justice which we can ask from the Government, is not to declare by this law that those who have for a long time been engaged in navigation, should not be subjected to what I may call such Draconian restrictions. I therefore think that the Government might issue certificates to all captains who have served two or three years without compelling them to pay a fee. The Government might limit a time, and when that time has expired, captains of vessels who would not wish to avail themselves of the previous disposition of the Government, that then the Government might impose a fine for the granting of captains' certificates.

Mr. PAINT. I am glad the hon. Minister of Marine has introduced this Bill. As regards the fees of masters and mates, I consider they might be placed at \$3 and \$6. If it be considered necessary that the age of the master commencing should be recognized to be not less than twenty-two years, it is, I think, more requisite it should be limited to say sixty or sixty-five years, as many vessels are lost through the incapacity of an aged master; and many of these men go to sea when they are far advanced in years. I was pleased to hear the hon. member for Shelburne say there was a prospect of a large increase in the shipping in that direction. The other day when I asked the hon. gentleman in regard to this matter, his memory failed him. He replied to me that there were possibly two vessels being built along the coast in the county of Shelburne, and I think he included Yarmouth. After a while he said there might be three, and after a little while more, he said there might be four or five. I telegraphed and made other special enquiries, and found there were ten being built at Yarmouth, fifteen at Shelburne, and thirty in Lunenburg. The hon. member was afraid the bounty might exert some good in that direction. I assure you the bounty has benefited that industry very much. I trust that the recommendation of the hon. member for Victoria will be adopted, that is, that the certificates be granted only to British subjects.

Mr. ROBERTSON (Shelburne). The hon. gentleman certainly misunderstood me. I have no recollection of his having put any such enquiries to me, and am prepared to give him the fullest information in my possession in connection with that matter. I will say there are at least sixty vessels being built between Westport and Lunenburg,

but I take a different view from the hon. gentleman as to the cause of this activity, and attribute it to the very prosperous fishing season of last year. The bounty has had no effect at all. There is only one county in which it has yet been paid.

Mr. PAINT. More than one.

Mr. ROBERTSON. Only within a day or two, then. There is hardly a member from Nova Scotia who does not receive letters from fishermen asking when the bounty will be paid. The bounty is only a small matter and has no effect at all on the trade.

Mr. PAINT. It is the \$2 per ton I contend that has stimulated this industry.

Mr. FORTIN. If I understand this Act thoroughly fishing vessels are included in it. I do not object to that, but it seems pretty hard that the captain of a fishing vessel, who has been coasting and carrying on his trade for thirty or forty years and is perfect in his calling, should have to come for examination before persons who may not be as well up in the business as he. I object to that, but I believe that young sailors should pass an examination to obtain certificates as mates and after several years service pass an examination to obtain masters' certificates, and should pay fees, but I think those which the Government exact are too high on account of the small salaries these men earn. It would be hard to exact, from old captains and skippers, who have been twenty or thirty years at sea and know every part of our coast, a certificate as to capacity; a certificate as to character would be all right, but they should not be made to pay fees. I am in favor of the Bill as regards young men, because it will have the effect of training up a class of men who would be useful in any country and would be especially useful in this. Of course the class of men that are going to be subjected to this examination are not scientific men, and they do not need to be, because the men who navigate our gulfs and lakes are simply pilots. When a pilot, who navigates from land to land, approaches the land he must trust his eye more than his compass and more than his calculations. I have only to say that I approve the Bill except that I find that the fees are too high.

Mr. McLELAN. I am pleased to find that the Bill meets with such general approval by the House. It is evident that the country demanded some such Bill as I am now attempting to have passed. If the Bill has any fault, it is that the class of schooners of 100 tons is too large. The hon. gentleman from Queens, New Brunswick, has said that there are a very large proportion of schooners employed in the coasting trade, and as I have shown that the casualties are largely in excess in the coasting trade, and that a large proportion of schooners are less than 100 tons. But, looking at the Dominion, and the trade and variety of interests concerned, we thought 100 tons was as low as it was advisable to go at first. If the House would fix that limit, when we get this in operation, and get that class of vessels supplied with masters and mates, then perhaps the public would call upon us to go still lower and provide less tonnage. I mentioned to the House, I think, that for twelve years there have been 2,122 casualties to schooners alone, and there have been 735 lives lost from schooners, without taking steamers or the larger class of coasting vessels; and I think, that when we look at these results, we are called upon to see if we cannot render life and property a little more secure by having competent men to man these vessels. In using the word navigation, I do not mean scientific navigation, but only that the men shall be fit for seamanship, and for the particular service in which they are engaged. Now, as to the fees I may first state this: for some eight or ten years the fees exacted for sea-going certificates were \$10 and \$5. The expense connected with the board of examination and the granting of these certificates exceeded