

bia, to enable her to compete with Washington territory and Oregon, it was equally necessary to avoid discriminating against the eastern Provinces, lying alongside the New England States. He would not legislate before the Americans in this direction, they being equally concerned in the protection of the lives and property of their citizens. It was proper to legislate for the case of vessels going from Quebec and Montreal to Europe, overladen with timber. Much life and property had been lost in this trade, which the foreigner could not injure. There was little or no danger to vessels from the Maritime Provinces trading with the West Indies. A fair wind soon carried them into a mild latitude. He could not see why in this trade such restrictions should be imposed, while vessels from Montreal could carry as heavy deck-loads as they liked to South America and round Cape Horn, a far longer and more dangerous voyage. He hoped this exceptional provision, so far as the Maritime Provinces were concerned, would be expunged.

Hon. Mr. CAMPBELL said he did not think the motion and objections to the bill just made, were consistent with the object they attributed to the measure. The motion was not to introduce a clause, to prevent ships with large deck-loads going round Cape Horn, but to strike out the clause preventing vessels from sailing for the West Indies with deck-loads beyond a certain height. Neither of the preceding honourable gentlemen who spoke, contended that the evil which the bill proposed to remedy did not require a remedy. They did not show that it was not dangerous for vessels to go to the West Indies with undue deck loads, but stated, in effect, that they would postpone the remedy, because there was another evil connected with vessels taking a still longer and more difficult voyage, which was not amended by the bill. He did not acquiesce in that train of reasoning. It might be the bill should have gone further, and forbidden vessels rounding the Horn carrying large deck loads, but he apprehended that their number was very small.

Hon. Mr. WILMOT—There is a very considerable trade to Valparaiso from the St. Lawrence and Lower Province ports.

Hon. Mr. CAMPBELL said he bowed to the hon. gentleman's superior knowledge on the point; but still believed the evil in this direction was not nearly so great as that which the bill proposed to correct. As regards the West Indies, the evil had been pointed out in the strongest terms

by a gentleman who, from his official position, possessed a very great knowledge of the subject, Mr. Dunlop, Her Majesty's Consul General at Cuba. He publicly called the attention of the Board of Trade at home to the number of casualties occurring in the trade of British North America with Cuba, in lumber, shooks, and so forth. This gentleman stated that a very large trade was carried on between St. John and Cuba, and that scarcely a vessel arrived there without losing a portion of her cargo, or receiving damage from carrying large deck loads of lumber and shooks, and that they endangered the lives of the crews. Mr. Dunlop suggested a system of inspection, and stringent regulations as regards deck loads generally. Mr. Campbell read further from the pamphlet on this subject, issued from the Marine and Fisheries Department, with respect to the loss of life and vessels in the St. John and West India trade, from heavy deck loads. Some of the vessels had never been heard of. There were thirty cases of casualties here enumerated, and he desired to say at least many of them were due to deck loads. In a few years thirty-one vessels and a great many lives were lost, besides valuable cargoes. Now the limit designed to meet this evil was not extreme, nor one which a careful shipowner, with reasonable Christian regard for the lives of the persons in his employ, would refuse to impose upon himself. He thought any owner with a due sense of his responsibility, would, without a bill of this kind, conform to such a rule as it proposed; namely, a deck load not exceeding four feet six. He did not think it was a sufficient answer to say, not that these lives and properties had not been lost; not that this injury to the trade had not occurred; not that there was a habit of carrying undue deck loads; but that there was another evil and mischief the bill did not touch. (Hear, hear). If there was an evil as regards the smaller trade, with countries around Cape Horn, it had not forced itself upon their attention like the present. The Minister of Marine, whose duty it was to acquaint himself with the whole trade of the country, and to deal with positive evils, evidently had good reasons for not going further in this bill than he proposed. Mr. Campbell here read some of Mr. Mitchell's reasons from his pamphlet, for not including the coasting trade with the States in the bill. He wished to avoid unnecessary opposition, but at any rate the West India trade was more dangerous than the other, which permitted of vessels running into shore.