

divide the city by the Michigan Central Railway, and last night Mr. Ingram proposed that the township of Yarmouth be divided by the Talbot road, running directly north of the city, leaving St. Thomas in the east and transferring North Dorchester, North Yarmouth, Southwold, Dunwich and Aldboro'. Mr. Ingram opposed the adoption of the provincial boundaries, on the ground that there would be too great an inequality in the population.

Ultimately the provincial boundaries were adopted, St. Thomas being placed in West Elgin. Mr. Borden reserved his right to move an amendment.

I desire to correct this report, and to say I did not propose or originate any of the propositions contained in this report of the 'Globe,' nor did any Conservative, so far as I know. And I am satisfied that the statement in the said article as to the origin of the propositions is without any foundation whatever.

STEAMBOAT INSPECTION.

House in committee on the following proposed resolution :

Resolved, That it is expedient to amend the Steamboat Inspection Act, to make provision for the abrogation of Steamboat Inspection Fees and Dues ; and for the better regulation of yachts propelled by gas, fluid, naphtha, or electric motors.—The Minister of Marine and Fisheries.

The MINISTER OF MARINE AND FISHERIES (Hon. Raymond Préfontaine). The resolution is clear in itself. The Bill founded on the resolution, though important, does not make any radical changes. As the committee is aware, the House decided early in the session to abolish the inspection fees, and in order to conform to that decision it has been found necessary to amend the Inspection Act, so as to make the abolition legal, otherwise, according to the statute, these inspection fees and dues are obligatory and must be paid, for the Governor in Council has no power to remit them. It is provided in the Bill that they can be reimposed by Order in Council, if at any time it is thought proper to do so. It will be remembered that the House at the same time abolished the tolls on canals for two years and at the same time abolished inspection fees and dues. The government do not intend to extend the operation of the Bill longer than two years. Section 3 of the Bill provides that section 3 of the Steamboat Inspection Act, 1898, is repealed. The part which is affected is found at the latter end of the section :

And no vessel propelled by gas, fluid, naphtha or electric motors shall be subject to any of the provisions of this Act, provided however that if any such steam yacht or any such vessel propelled by gas, fluid, naphtha or electric motors is over three tons gross tonnage; the obligation to carry one life buoy and to take the precautions against fire and to carry a life preserver for each person on board, hereinafter imposed upon all steamboats, shall be imposed; provided always that if any of the vessels mentioned in this section carries passengers for

hire or remuneration of any kind, such vessels shall be deemed to be passenger steamboats for the time being and shall be subject to all the provisions of this Act.

Mr. SPROULE. What was the tonnage the hon. member mentioned ?

The MINISTER OF MARINE AND FISHERIES. Three tons. There is a new section introduced here, section 3 :

The Governor in Council may direct that this Act or certain provisions thereof shall apply to, or shall not apply to, any steamboat or class of steamboats registered elsewhere than in Canada, and may fix a rate or duty to be paid for the inspection of such steamboat or class of steamboats :—

(b) Provided, however, that when satisfactory evidence has been produced that no steamboat inspection fee or tax is levied on Canadian steam vessels trading to or from any country outside of Canada, the Governor in Council may direct that no steamboat inspection fee or tax be levied on steam vessels of such country going to and from Canada ;

(c) And it is further provided, that when satisfactory evidence has been produced that any country outside of Canada has steamboat inspection laws approximating the steamboat inspection law of Canada, and the steamboats of such country having unexpired certificates of inspection issued by the proper authorities of such country, the Governor in Council may direct that they shall be subject to no other inspection than may be necessary to satisfy the Canadian inspectors that the condition of the steamboat, her boilers, machinery and life-saving equipment are as stated in the current certificate of inspection ; but no such certificate of inspection shall be accepted as valid in Canada, except when held by steamboats of a country which has by its laws accorded to the steamboats of Canada going to and from such country the same privileges as is hereby accorded to steamboats of such country.

I suppose hon. members of the committee understand the question. This is to provide that there shall be no inspection in Canada of boats coming from a country which exacts no inspection of our boats. This matter has been reported to the department by vessel owners especially on the great lakes. Sometimes they have been asked to pay fees twice for the inspection of their boats. They were obliged by the United States, as they carried passengers to the United States, to pay inspection fees because we were charging American boats inspection fees. It has been agreed that if we charge no fees they will charge no fees.

Hon. Mr. HAGGART. The Americans charge no fees for inspection.

The MINISTER OF MARINE AND FISHERIES. Well then we will not charge any.

Mr. SPROULE. I may say perhaps it is not apropos of this subject—that I had a long letter some time ago from a friend who lives near the Soo. He says that as a result of the regulations under which American vessels are admitted into Canada the Soo canal is practically strewn with the wrecks of old worn out hulks that are of no use