

words 'office of the inspector' would answer. Of course I am not conversant with the details, but it seems to me there is a very considerable convenience in having all these reports made to one particular office, and that that office should be the office of the inspector who originally issued the certificate. Prima facie it would seem that that was a very proper thing to do, and all they are required to do is to report in writing by registered post.

Hon. Mr. SCOTT—There is no objection to change that and make it read 'to the office of the inspector who issued such certificate.'

Hon. Sir RICHARD CARTWRIGHT—That would bring it in harmony with clause 13.

The clause was amended and adopted.

On clause 15,

15. Section 621 of the said Act is amended by striking out the word "passenger" in the first line thereof.

Hon. Sir MACKENZIE BOWELL—What was the effect of the amendment made by this clause?

Hon. Sir RICHARD CARTWRIGHT—At present this applies only to passenger steamers. By striking out the word 'passenger' it would apply to all vessels and would compel all vessels to provide themselves with the different equipments mentioned in the Act.

The clause was adopted.

On clause 17,

17. Paragraph (c) of subsection 3 of section 640 of the said Act is amended by inserting the words 'or tug boat' after the word 'steamboat' in the first line of the said paragraph.

Hon. Sir RICHARD CARTWRIGHT—This clause is to enable them to specify the class of engineer who is required to serve on tugboats.

Hon. Mr. POWER—With respect to clause 17, I am not questioning the fact that it is desirable that tugboats should have certificated engineers; but there is a great difficulty, speaking in regard to the Atlantic provinces, in getting those certificated engineers; and, as far as I am aware, there have not been many accidents hap-

Hon. Sir RICHARD CARTWRIGHT.

pening to tugboats. It is putting a difficulty in the way of doing business.

Hon. Mr. ELLIS—Where there are quite a number of tugboats you may not be able to get a first-class engineer for every boat. There seems to be no reason to a practical man why these tugboats should be compelled to have a first-class engineer, any more than certain other vessels.

Hon. Sir RICHARD CARTWRIGHT—This clause rather extends than diminishes.

Hon. Mr. SCOTT—The department say 90 per cent of the engineers are qualified, and they think that the other 10 can readily qualify. Therefore there should be no objection to the clause.

The clause was adopted.

On clause 21, as to deck loads in winter.

Hon. Sir RICHARD CARTWRIGHT—This amendment is designed to make the Canadian law, which is now based on the sections in the Imperial Merchants Shipping Act of 1906, exactly similar to it. When the amendment to the deck load law was passed by the Canadian parliament, in 1906, it was modelled on the Bill then before the British parliament. The latter underwent some changes before being assented to. The proposed amendment contains those changes which are of a nature to make the meaning of the requirements clearer. This is to bring our law into exact conformity to the imperial law.

Hon. Sir MACKENZIE BOWELL—Does this restrict the loading of vessels to a greater extent than the old law?

Hon. Sir RICHARD CARTWRIGHT—To some extent, I understand, it does restrict it; but it makes it conform exactly to the requirements of the imperial Act.

The clause was adopted.

On clause 35,

35. The said Act is amended by inserting the following section immediately after section 806:

806a. There shall be no appeal from any decision of a court holding any formal investigation under this Act, except to the minister for a rehearing under the provisions of section 806.

2. No proceeding or judgment of a court in or upon any formal investigation shall be quashed or set aside for any want of form,