

men is rather high, and I do hope that the hon. Minister, in the interest of sailors on the inland waters of this country, will find himself able to reduce the fee to a nominal sum. I would also call his attention to another thing. I believe the tonnage of vessels is limited to 100 tons; vessels under that tonnage are not required to have a master holding a certificate. That regulation may answer on the sea coast, but on the inland waters, the captain of a vessel of 50 tons and upwards should be obliged to hold a certificate. Vessels of 100 tons and upwards are used largely on our inland waters for carrying passengers; and for the protection of the lives of the people who may travel on these vessels, I think the hon. Minister might see his way to adopt this suggestion. I believe the Bill, even in its present shape, will meet with general approval among the captains and sailors on the inland waters of the country. It is a measure they have long been asking for, and during the short time I have had the honor of a seat in this House, I have received repeated communications from people interested in shipping asking me to urge upon the Government the passage of such a Bill.

Mr. BAKER. I have listened with much interest to the various observations that have been made on this subject. This being a subject of which I know something, having been nineteen years at sea myself, and having passed all the examinations required at Trinity House for a master mariner, it may be that I know what master mariners and ship owners require, and I must say that I am exceedingly pleased that this Bill has been introduced by the hon. Minister of Marine. I do think the time has arrived when not only passenger traffic should be looked after, but also when provision should be made for the protection of those masters who have taken the trouble to pass examinations and to otherwise fit themselves in their younger days for their positions. Objection has been taken to the amount of the examination fee. I do not think it is any too high. If any man is anxious to pass an examination and obtain a certificate, he knows it is attended with a certain amount of expense, and if he is really serious in passing the examination to fit himself for a better sphere in life, he will be very willing not only to take the trouble necessary to pass the examination, but to pay the fee attached thereto. Objection has also been taken to the tonnage, that the limit of 100 tons is too high. Now, I know that as much care and caution are required to navigate a vessel of small tonnage as one of large tonnage; in fact, the facilities for navigation on board a large vessel are greater than those on board a small one. But after the assurances of the hon. Minister of Marine that the rights of both masters and mates will be protected I have no objection to offer to any clause in the Bill. I would suggest, however, that when the code of rules and regulations for the guidance of the examiners shall be framed, provision should be made that only British subjects shall be allowed to hold these certificates, the same as is now in force with reference to pilots for the Dominion; and also that great care should be exercised in the selection of the Board of Examiners. With these few remarks, I have very great pleasure in assisting the passage of this Bill.

Mr. PLATT. The Bill under the consideration of the House has very much in it to commend itself to the public. It has been very truly said that the effect of the explanations and the additional clause has been to remove the objections that some Members made to the Bill when it was introduced. I am not sure, however, that the mariners of the lakes will be entirely satisfied with the Bill, unless it more definitely lays down the character of the examinations, and pays some regard to the character of examiners themselves. I suppose this is a matter that must be left in the hands of the Department; but the greatest fear that I have heard expressed by the masters and

Mr. LISTER.

sailors of vessels on our inland waters is, that the examiners may be taken from the Maritime Provinces, and may not be fully acquainted with the navigation of vessels on the inland waters. I trust that the regulations to be made by the hon. Minister of Marine, with reference to the examinations, will have a tendency to relieve their anxiety in this respect. There is also some anxiety as to whether the certificate will be granted for particular lakes or particular routes. As I understand the hon. Minister, such is his intention. We know that the greatest number of disasters which have occurred to vessels in inland waters have not occurred to those that sail upon a single lake. The smaller class of vessels that sail on Lake Ontario are not very often visited with disasters. The records of Lake Ontario, at any rate, will show that by far the largest number of disasters occur to vessels which come from the upper lakes—vessels that come from Chicago, and are commanded by masters who know nothing of Lake Ontario; and the mariners on that lake, think that no vessel, clearing from the port of Chicago or some other port on the upper lakes should be allowed to pass through Lake Ontario without taking on board a pilot or master who knows that particular lake. Then there is a large class of sailors who know Lake Ontario very well, and who are sometimes called to take a vessel through to Chicago. With regard to the limit of tonnage which the hon. Minister has fixed, there seems to be a difference of opinion. Either myself or the hon. member for West Lambton (Mr. Lister) fails to comprehend the import of this Bill. I think it would be much more satisfactory to the sailors of the inland waters to have the limit increased to 125 or 150 tons, rather than decreased. With regard to passengers, I am not aware that sailing vessels of any description on the inland waters are in the habit of carrying passengers, and there is no objection taken to the Bill in so far as it affects the carrying of passengers by steamers. So far as this inland trade is concerned vessels below 100 tons, and a great many below 150 tons, confine their voyages to a single lake and have captains who thoroughly understand the navigation of those particular lakes. I am satisfied that, inasmuch as lives of passengers are not endangered by those small sailing crafts engaged on particular lakes, there is not the same necessity that these captains should have registered masters' certificates as there is with reference to the larger crafts. I entirely agree with the recommendation from hon. members on both sides that the hon. Minister should see his way to reduce, if not to abolish the fees of \$5 and \$8 imposed on masters and mates who come up for examination. I do not see why these men, who wish to carry on a particular branch, should be charged a fee for procuring a certificate. Another objection is that the examination will be a written one. There are men on those lakes who know perfectly well every shoal and rock, who have for years navigated these lakes successfully and on an oral examination would be able to give most satisfactory proof of their competency, but who would be incompetent to stand a lengthy written examination. I hope the hon. Minister will see that the written examination will be very elementary in character, and I trust he will see his way clear to make the amendment suggested.

Mr. LANDRY (Translation). Mr. Speaker: I have only a few remarks to make on the subject now under discussion in the House. I have no intention of extolling the merits of the Bill now under consideration. The general approval expressed in reference to the law, renders it unnecessary for me to make anything like a careful study of the measure. But as my name was introduced a few moments ago into the discussion, I think it my duty under the circumstances to raise my voice and ask for a class of individuals whom this projected law concerns, a protection which I do not find in the law as now presented. It is proposed to-day to subject to examination an entire class who have certain acquired rights,