

Hon. Mr. LANDRY—If we cannot see the old Governors, can we see the report on the bridge question? I asked for it long ago, and we should like to see it before the festival.

Hon. Mr. SCOTT—I have paragraphs of it, not quite half a cord of it, but a considerable portion of a cord, which I should be very glad to bring down.

Hon. Mr. LANDRY—We were promised that we should see it very soon.

Hon. Mr. SCOTT—If the hon. gentleman is satisfied with what I have here, I shall bring it down.

Hon. Mr. LANDRY—Half a loaf is better than no bread.

THIRD READING.

Bill (6S) An Act respecting the Edmonton, Yukon and Pacific Railway Company.—(Hon. Mr. Casgrain.)

SECOND READING.

Bill (XX) An Act to incorporate the Traders' Life Insurance Company.—(Hon. Mr. Jaffray.)

CANADA SHIPPING ACT AMENDMENT BILL.

IN COMMITTEE.

The House resumed in Committee of the Whole consideration of Bill (NN) An Act to amend the Canada Shipping Act.

(In the Committee.)

On clause 13,

13. Section 591 of the said Act is repealed and the following is substituted therefor:

591. The master, owner or engineer of every steamboat, or the person in charge thereof, shall at the earliest opportunity after the occurrence of any event whereby the hull, or the machinery or boiler thereof, or any part of any or either of the same is, in any material degree, injured, strained or weakened, report such occurrence to the inspector who issued the certificate.

Hon. Mr. LOUGHEED—In my judgment it should be to the office of the inspector who issued the certificate and not to the inspector in person.

Hon. Mr. POWER—That would not help a great deal. The certificate might be issued from Quebec and the ship might be

plying from Halifax, and the natural thing would be to hand the certificate in to the port from which it was sailing.

Hon. Sir RICHARD CARTWRIGHT—I find that the department think the emendation of my hon. friend the leader of the opposition is all right—to make it to the office of the inspector, where the certificate was issued.

The clause was adopted.

On clause 14,

14. Section 598 of the said Act is repealed and the following is substituted therefor:

598. Every inspector of steamboats shall, whenever he visits and inspects any steamboat, satisfy himself that such steamboat is properly furnished with lights and such means of making fog signals, in pursuance of the rules prescribed by Part XIV of this Act, and is also provided with the proper certificated officers in charge as required by Parts II and VII, respectively; and he shall refuse to grant any certificate with respect to any steamboat which he finds is not so provided.

Hon. Sir RICHARD CARTWRIGHT—The change is that apparently now the penalty is to refuse to grant a certificate. The clause was adopted.

On subclause 2,

2. In the event of any change in the proper certificated officers following the issuing of a certificate of inspection to a steamer, the owner, managing owner or agent shall forthwith report in writing, by registered post, such change to the inspector or inspectors who issued such certificate, with the name, grade, and number of the certificate held by the officer so appointed; and in the event of the owner, managing owner or agent not doing so, such vessel shall be deemed to be making a trip or voyage without a certificate of inspection.

Hon. Mr. LOUGHEED—In the fourth line of this subclause we should insert 'to the office of the inspector or inspectors who issued such certificates.'

Hon. Mr. MCGREGOR—It should be 'to any qualified inspector.' The inspector who issued the certificate might be in Vancouver or in Montreal. Supposing the ship is in Vancouver, and the inspection had taken place in Montreal, how are they going to get the inspector?

Hon. Sir MACKENZIE BOWELL—Or suppose the inspector were dead?

Hon. Sir RICHARD CARTWRIGHT—It seems to me, the introduction of the