

involve the power to change. It might be requisite, if some change were made in the Imperial regulations, that the hon. gentleman should have power to change as well as to suspend the Act. The analogous Imperial Act is one which gives power to suspend and to change by Order in Council, and we want to be in the same position and on the same lines. Then the proposal of the hon. gentleman in the Bill should be restricted to those lines. It ought not to be a general proposition to change and suspend, as he thinks fit, but to suspend and change in the sense, so far as the Government thinks fit, of the Imperial legislation. The hon. gentleman will see that else the Act will be almost entirely changed, or rather entirely suspended, although there would be no Imperial action at all which should be the foundation of our action.

Mr. McLELAN. We, at first, thought of proposing to add the word "amend" as well as the word "suspend," but we thought that, perhaps, that would be giving the Governor General in Council more power than the House would be willing to grant. It would be better to come to Parliament, when sitting, when anything was to be imposed upon shipping; but, if there was anything in the Imperial regulations which might make it desirable to suspend our Act, to make it more in harmony with the Imperial regulations, we might have that power.

Mr. BLAKE. I understood that, but the hon. gentleman seemed not to agree to that, because when I asked him whether there was any change in his mind that he intended to make, he told me that he proposed to change the required material for life-preservers.

Mr. McLELAN. That would not be imposing additional burdens.

Mr. BLAKE. No; but it would be changing the regulations; it would not be suspending the regulations, it would be more than the hon. gentleman could accomplish under a suspension.

Mr. WELDON. With regard to that, the English Act allows regulations which can be made by Order in Council, which, in many cases, may be put in the statutes, and sometimes the result is our statute is brought into conflict with the Imperial statute, in which case ours has to give way, and this sometimes creates great confusion. The hon. gentleman will recollect a section I pointed out in our Act which is entirely different in the English Act. It is important our legislation should be in entire accord with that of the Imperial Parliament with regard to sea-going ships.

Committee rose and reported; and resolution concurred in.

Mr. McLELAN moved first reading of Bill (No. 132) to amend the Act 43 Victoria, Chapter 29, respecting the navigation of Canadian waters, and to enable the Governor in Council to suspend from time to time certain provisions of the said Act.

Motion agreed to, and Bill read the first time.

STEAMBOAT INSPECTION ACT, 1882.

Mr. McLELAN moved that the House resolve itself into Committee of the Whole to consider the following resolution:—

That it is expedient further to amend "The Steamboat Inspection Act of 1882."

He said: In the Steamboat Inspection Act of 1882, provision is only made for three classes of engineers. It is found in practice expedient, in some of the inland waters,

that a fourth-class should be added to the Act as assistant to second-class engineers. I, therefore, propose to add a fourth-class with qualifications not so high as provided for in the Inspection Act of 1882, and that that class may be employed in certain capacities and in certain size boats. It is found necessary in the navigation of inland waters that this fourth class should be provided to supply the wants of the trade.

Mr. LISTER. I would like to ask the hon. the Minister of Marine and Fisheries whether any provision has been made to prevent American engineers from coming into Canada and serving on Canadian boats without first being naturalised. I may say that the American Government prevent our engineers from serving upon American boats unless naturalised, or unless they have declared their intention of becoming naturalised citizens of the United States. Living on the frontier, I have heard many complaints from our engineers that people come from the other side, where the examination is not as strict as with us and where the qualifications are necessarily not so high, and enter into competition with our engineers, although similar privilege is not accorded by the American Government to Canadian engineers. If that is the fact, it is a hardship to our engineers which the Government should enquire into and rectify.

Mr. McLELAN. I do recollect that the question of American engineers serving in Canadian boats has been brought to the notice of the Department, but if their qualifications are less than required by the Canadian Act they cannot so serve. If they are not up to the standard required in our Act, they cannot be employed in our boats, as they must hold a Canadian certificate.

Mr. LISTER. But there is no provision requiring them to be citizens of our country; if they pass the examination prescribed by the Department, they are entitled to a certificate regardless altogether of their nationality. But what I complain of is that while we admit American engineers, the Americans refuse to admit Canadian engineers on any terms, unless they become naturalised or declare their intention to become naturalised, which, of course, has to be done in the form of law.

Mr. BLAKE. My hon. friend's point is that this is a part of the development of the National Policy, reciprocity of action in this regard. The people of the United States will not admit our engineers unless they are naturalised or make the declaration that they intend to become naturalised, and my hon. friend wants the Government to let American engineers understand that they cannot serve in Canadian boats unless they become Canadian citizens.

Mr. McLELAN. That will require to be taken into consideration; the matter has not been brought to the attention of the Department. It has been stated several times that the salaries of engineers are very much higher in American waters and in American employ, than in Canadian waters and in Canadian employ, and there was great difficulty in finding and keeping a sufficient staff of engineers in Canadian waters. I will make enquiry as to the other matter, and will see whether any complaints have been brought to the notice of the Government.

Mr. LISTER. It was only last summer that our engineers were notified that they would not be permitted to work upon American boats.

Mr. COCKBURN. As the hon. gentleman proposes to have a fourth class will that interfere with the former arrangements as to the tug? Will it be obligatory to have licensed engineers on tugs?

Mr. McLELAN. We do not propose to interfere with former arrangements, but we have an additional class of engineers to be employed as assistants.