

Hon. Mr. SCOTT—I explained to the Minister of Justice the arrangement I had made, and the clause was drafted in the Department of Justice on the understanding that the intention was to allow the owners to export their stock, and they must export it within six months.

The motion was agreed to, the Bill was read the third time and passed.

SECOND AND THIRD READINGS.

Bill (212) An Act to amend the Criminal Code and to repeal section 450 of the Railway Act.—(Hon. Mr. Scott.)

CANADA SHIPPING ACT AMENDMENT BILL.

SECOND AND THIRD READINGS.

Hon. Mr. SCOTT moved the second reading of Bill (209) 'An Act to amend the Canadian Shipping Act.' He said: This Bill is to enable ships from the maritime provinces engaged in the coasting trade to make voyages in charge of captains having certificates for coasting purposes. The coasting voyages are always to a point south of the present line, Cape Hatteras, and the vessels require a captain with a seaging certificate. Prior to 1903, the limits ran much further south. The present amendment is to restore the privileges which these vessels formerly had, and to remove the restriction. There are two classes of certificates issued, one, only a coasting certificate, and the other an unrestricted one. The first only goes to Cape Hatteras.

Hon. Mr. LOUGHEED—I think the hon. minister has the wrong Bill.

Hon. Sir MACKENZIE BOWELL—If I understand this amendment, it is extending the privileges of commanders of coasting vessels or foreigners to do coasting other than between eastern ports in Canada, and to go as far as Mexico, St. Pierre, Miquelon, and Central Mexico.

Hon. Mr. SCOTT—The section of the Act which is repealed reads as follows:

The Governor in Council may from time to time declare that the forgoing provisions of this part shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one port or place, to another in such country.

Hon. Sir MACKENZIE BOWELL.

The reason for the amendment is this; Some months ago the Privy Council passed an order in council which declared that after January 1 next the coasting privileges granted to a number of vessels that had been in existence for more than half a century, should be repealed. The attention of the British government was called to this, and they made some sort of remonstrance, calling attention to the fact that it was rather hasty, the privilege had prevailed for considerably more than half a century. Before confederation, the practice had existed of including Canada in the treaties Great Britain made in reference to international affairs, and there were existing treaties between Great Britain and Norway and Spain and a number of other countries, and naturally, they prevailed in Canada. They were applied in Canada nearly 50 years ago, when an order in council was passed approving of them, but this year it was thought the time had come for discontinuing that practice, so another order in council was passed repealing that which had been in existence for nearly half a century and stating that after January 1 next the privilege should cease. Representatives then came to the government, chiefly from Nova Scotia, stating that it would be a serious injury to the coal trade if the vessels of Norway, which had been specially fitted for the bringing of coal to the port of Montreal, should be discriminated against and taken out of the trade; that there were no vessels ready to take their places, and it would be a serious matter. So that this legislation is the result.

Hon. Mr. LOUGHEED—Is the purport of the Bill not to permit of greater elasticity with reference to the admission of Norwegian or foreign ships than at present exists? I understand, if you admit certain ships to the coasting trade, you have to admit the whole of the ships of that nation; but under this Bill it is proposed to give greater power to the Governor in Council to permit of a particular class of ships of this particular nation, namely Norwegian ships. I understand it is ships of 1,000 tons and upwards, and it is not for the purpose of admitting smaller ships which might come into competition with our own small ships.

Hon. Mr. SCOTT—Yes, it arose from representations made by the coal industry