

tion that I have given for to-morrow. It is not as complete as I should like to have it. I desire to ask who gets the revenue derived from the sale of those permits, the government of the Territories or the Dominion government?

Hon. Mr. MILLS—I would suggest to my hon. friend that, instead of putting a question, he should move for a return, and I will endeavour to have it brought down as soon as possible. It will give him all the information he seeks. It would require some little time, of course, but it would be more satisfactory if he would simply change the question into a motion for a return.

Hon. Mr. PERLEY—Very well, I will do so.

THE ADJOURNMENT.

Hon. Mr. MILLS moved :

That when the Senate adjourns on Friday next it do stand adjourned until Tuesday, the 8th March, at eight o'clock in the evening.

Hon. Mr. MACDONALD (B. C.)—I would ask the minister if, in proposing this long adjournment, he has taken into account the very important bill that is now before the other branch of parliament? It is quite possible that that bill may come up before the 8th March.

Some hon. MEMBERS—Oh, no, no.

The motion was agreed to.

INSPECTION OF HULLS AND MACHINERY OF VESSELS IN BRITISH COLUMBIA.

MOTION.

Hon. Mr. MACDONALD (B.C.) moved :

Resolved, that it is expedient that special instructions be issued forthwith to the Dominion Inspector of Hulls and Machinery in British Columbia to exercise the most rigid inspection of hulls and machinery of steamers plying between southern and northern British Columbia ports and ports in Alaska.

Resolved, that instructions be issued forthwith to the proper official in British Columbia to carry out the law strictly as to the number of passengers and tonnage a vessel or steamer is allowed to carry, the number of boats and the deck load prescribed by law.

He said : The motion I am making to-day is an important one, because every little craft in British Columbia is now called into requisition to carry passengers and goods to the northern ports of the country, and there

are vessels there which are quite unfit to go anywhere—small steamers with rotten hulls built of green timber, with very poor machinery. I hope the government will exercise the greatest strictness in passing those vessels and preventing them leaving port in an unseaworthy condition. In regard to the matter of the tonnage and number of passengers carried by these vessels, a steamer left Victoria in a most dangerous condition, filled with horses and cattle, and hay piled up higher than the deck. I consulted the agent of the Marine and Fisheries Department in Victoria, to see that that vessel had boats enough in case anything happened, and the consequence was they had to get two extra boats and two extra rafts, as a matter of safety for the passengers. I do not know what the government will do in the matter. It requires attention immediately, but I suppose that they have officers at that port who will look after it.

Hon. Mr. SCOTT—The subject to which my hon. friend has referred is one that is now of very great importance, more particularly in view of the fact that a United States vessel went down in Lynn Canal a few days ago. So far as we have been able to learn, nobody was saved. The accident was due to the bursting of a boiler. The boiler had been condemned. The subject to which the hon. member's motion refers has already received the attention of the Department of Marine and Fisheries. The chairman of the Board of Steamboat Inspection has been despatched to British Columbia with instructions to give this matter careful attention, and to see that no vessels are allowed to leave unless they comply with the law. I suppose the hon. gentleman will withdraw his motion, since the department have already taken action in the direction indicated.

Hon. Mr. MACDONALD (B.C.)—I should like to ask the Minister if, in the case of foreign vessels coming into our ports and leaving them crowded, the department can exercise any jurisdiction over them. I know that United States vessels come to our ports overloaded and crowded with passengers, and leave without complying with our laws and regulations.

Hon. Mr. SCOTT—I do not think that we exercise any control over United States vessels, although our neighbours practically