

for the fisheries of the Maritime Provinces, and for which in a great many cases the smaller craft is desirable to carry on the trade.

Hon. Mr. DANIEL—I remember this matter being before Parliament in the other Chamber for a number of years. When I was a member of the Marine Committee the subject was broached and talked over, but it really came to a head and received the approval of the Government to such an extent as to have the Government back them as they are doing at the present time. I think the extension of the authority given by the coasting certificate down as far as Brazil will be sufficient. It will be extensive enough. It appears to me that to allow a coasting man to take a vessel around the Horn would be a mistake. Most of these coasting vessels are not of the size that you would load to take a cargo around the Horn. They are mostly of a smaller size, brigantines, brigs and schooners.

Hon. Mr. BOSTOCK—Does the hon. gentleman know the size of the vessel in which Drake went round the Horn years ago?

Hon. Mr. DANIEL—Yes, but we are not living in his time. That was a good many years ago.

Hon. Mr. LOUGHEED—We are not taking the same chances.

Hon. Mr. DANIEL—I suppose the vessel in which Christopher Columbus sailed from Spain when he discovered this country was a very small vessel.

Hon. Mr. POIRIER—Ninety-two tons.

Hon. Mr. DANIEL—I have crossed the Atlantic myself in a barque of only 600 tons.

Hon. Mr. LOUGHEED—Then there was Noah's ark.

Hon. Mr. DANIEL—That was a very small vessel as compared with the large size vessels of the present day. The tendency of the present age is to build large ships, both steam and sail, so that the granting of certificates to coasting masters, to go down South, would be proper in the case of these large vessels.

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

The House resolved itself into a Committee of the Whole on the Bill.

Hon. Mr. McLELLAN.

(In the Committee.)

Hon. Mr. BOSTOCK—Is the hon. leader of the Government prepared to accept any amendment with regard to the question of such vessels going through the Panama canal? I do not want to jeopardize the Bill.

Hon. Mr. LOUGHEED—I do not think the House of Commons will meet again, and an amendment would mean a defeat of the Bill.

Hon. Mr. BOSTOCK—Then we had better leave it until next session, when we can consider the question properly.

Hon. Mr. POIRIER, from the committee, reported the Bill without amendment. The Bill was read the third time and passed.

#### THE SUPPLY BILL.

#### FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (194), An Act for granting to His Majesty certain sums of money for the public service for the financial years ending respectively 31st March, 1916, and 31st March, 1917.

The Bill was read the first time.

Hon. Mr. LOUGHEED moved the second reading of the Bill. He said: The money vote involved in this Bill may warrant a few observations, to say the least of it.

Hon. Mr. BOSTOCK—I should like to ask the hon. leader whether this Bill has been brought to the attention of the Senate in accordance with rule 70 of the Senate, which says:

The Senate will not proceed upon a Bill appropriating public money that shall not, within the knowledge of the Senate, have been recommended by the King's representative.

Hon. Mr. LOUGHEED—I understand that is the case.

Hon. Mr. BOSTOCK—We have not received any official notice of that recommendation.

Hon. Mr. LOUGHEED—I understand all the forms have been strictly complied with in regard to this Bill.

Hon. Mr. BOSTOCK—That is the first intimation we have had.

Hon. Mr. LOUGHEED—The Supply Bills for 1916-17 are as follows:

Appropriation Act No. 1 which passed the House of Commons on the 7th of April last, provided for... \$ 99,458,597 41