

ment. He understood there was some jealousy of the privileges allowed American ships trading to the West Indies and South America felt in St. John and other Canadian ports. Our people imagined they should not suffer from restrictions from which their American rivals were free. He saw objectionable features in the bill, and would not ask the committee to do more than report progress at present, that he might have an opportunity of consulting with the Minister of Marine on the subject. He would simply ask consent to the clauses to which there was no objection.

Hon. Mr. KAULBACK said although this bill had received very grave consideration in another branch of the Legislature, it would so largely affect the trade of the Maritime Provinces, that he thought it should be carefully looked into here. He would, therefore, say a few words on the subject. It appeared as if the bill had been prompted by the great loss of life and property in the trade between the St. Lawrence ports and those of Great Britain. This reason, however, did not apply to the trade between the Lower Provinces and the West Indies. Therefore he did not see why they should be included in the clause specially appropriate to the circumstances of the St. Lawrence. The trade of New Brunswick and Nova Scotia with the West Indies, was less perilous than almost any other known. In fact, we very seldom lose in it either life or property. Vessels leaving Nova Scotia at any time of the year, in a day and a half or two days got into the gulf stream, and a warmer latitude. This principle of the bill, then, was injudicious in itself, and incompetent to meet the case. A more rigid system of inspection for the security of life, would be better than this clause, which prevented a vessel carrying more than four and a half feet of a deck load. We had many vessels that without such a load would be unseaworthy. He admitted there were very few in the trade in question that carried more than four and a half feet, so this provision would hardly restrict the trade between Nova Scotia and the West Indies. With us, in Nova Scotia, vessels were considered safer with than without deck loads. Many vessels of flat bottom and broad beam did not steer so well without as with a deck load. So much depended upon the construction of the vessel and the character and weight of the cargo in the hold that it appeared to him Parliament could hardly make a law that would govern all cases. They might reduce the penalty. The Bill would not reduce the

Nova Scotia trade with the West Indies much, for very few of their vessels carried more than the limit of cargo prescribed. Traders with Brazil, however, carried larger loads. He would be glad of its application to that trade. The United States placed no such restrictions on their carrying trade. He did not think the principle of the bill a good one, and so far as the Maritime Provinces were concerned, a system of inspection would answer best.

Hon. Mr. WILMOT said a similar law imposing restrictions on New Brunswick shipping some years ago, had been, on the one hand, evaded to a certain extent, and on the other an injury, by throwing the carrying trade into the hands of foreigners. He thought this bill should be left over for a year to elicit the opinions of Boards of Trade in the Maritime Provinces.

Hon. Mr. McCLELAN said so far as his experience went he thought the bill inadvisable. He also preferred awaiting an expression of mercantile opinion on the subject by residents of the Lower Provinces deeply interested. There had been some representations from the St. John Board of Trade adverse to restrictions in the matter of deck loads. It was very difficult to define what constituted a proper deck load. The size of the ship, her model, the character of her cargo, and nature of the voyage were very important considerations in determining this question. He had not known, within his experience, any loss of life or property definitely traceable to a very heavy deck load, while he did know some vessels were unsafe without deck loads. He recommended the postponement of the bill for a year.

Hon. Mr. CAMPBELL said he would consult the Minister of Marine, but the bill seemed to have received the very general assent of persons engaged in the shipping trade, sitting in the other branch. He knew, also, that representations in favor of the bill had been received from some of the Boards of Trade of the Maritime Provinces.

A number of the clauses of the bill having been agreed to,

On motion of Hon. Mr. CAMPBELL, the Committee rose, reported progress, and asked leave to sit again.

WEST INDIES LINE.

The bill to incorporate the West India Royal Mail Steamship Company was reported from committee with amendments.

Hon. Mr. FERRIER explained them, one being to provide for the control of the management of the company being retained in Canadian hands. He moved the