

the larger shippers in Quebec, stating the objections to the Seamen's Act. It has been fully discussed in the House of Commons, and the discussion was taken part in by the leaders on both sides of the House, and the amendment was very warmly and unanimously approved of. For so simple a Bill as this, I think there has been plenty of time for consideration everywhere. I do not know exactly when it was introduced in the House of Commons, but it was some time ago.

HON. MR. KAULBACH—Nearly a month ago.

HON. MR. ABBOTT—This amendment fully meets the objection made by the Board of Trade of Montreal. Their objection is, of course, that by giving this remedy there is in fact no recourse left against a criminal. The remedy for that is very simple—that is, to prevent the writ of *certiorari* stopping the proceedings, unless the judge, on cause being shown, specially orders the suspension, which he will not do unless he has cause to believe that the conviction was entirely null. I believe that that will be sufficient, and I believe the shipping community have had ample time to consider the measure.

HON. MR. KAULBACH—I quite approve of the Bill.

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

PILOTAGE ACT AMENDMENT BILL.

SECOND READING.

HON. MR. ABBOTT moved the second reading of Bill (DD) "An Act to amend 'The Pilotage Act,' Chapter 80 of the Revised Statutes." He said: This Bill is introduced for the purpose of curing a grievance which is reported from the Maritime Provinces, more especially the Bay of Fundy. It appears that although in our neighborhood, in the Gulf and River St. Lawrence, schooners up to 250 tons are relieved from compulsory pilotage, in that region schooners down to 125 tons burden are subjected to compulsory pilotage, and this is felt to be a great injury and grievance to the trade there in many respects. In the first place, it is said that the masters of these schooners are usually—in fact, it is said they are always—perfectly acquainted with the navigation of the Bay, and

that pilots are really not required; that all the service that a pilot performs is to wave his flag on the vessel, and get paid a large and onerous pilotage fee, without any advantage whatever to the vessel. In order to escape this onerous tax, which amounts, they say, to 6 per cent. on the capital invested in the schooner—

HON. MR. POWER—Oh, no.

HON. MR. ABBOTT—That is the statement that is made to me on good authority, that in order to escape this onerous tax, vessels are built something less than 125 tons burden to avoid the compulsory pilotage. The result is, that a large number of small schooners are built which are infinitely less profitable than schooners of double the tonnage; and persons engaged in the coasting trade are driven to purchase vessels built in the neighboring State of Maine, which are within the required tonnage, and suit them better than the kind of schooner constructed in our own country. So this compulsory pilotage which is required there, though not required in other waters as intricate and dangerous as the Bay of Fundy, not only injures those who are subjected to this onerous tax, but discourages the industry of building ships or schooners down in those regions. It is to meet this difficulty that the Bill has been introduced, and for the further reason of exempting from such compulsory pilotage small steamers engaged in the coasting trade.

HON. MR. POWER—I do not know that that is an accurate description of the last part of the Bill. It covers all steamers employed on regular voyages between any port or ports in the Provinces, and any port or ports in the United States, or in the West Indian Islands, or in the Gulf of Mexico, or in South America. I think probably that is unobjectionable, because other steamers are exempt, and I presume the object of exempting steamers is to exempt the vessels, which are now subsidized by the Government to ply between the ports of the Maritime Provinces and South America, from compulsory pilotage. But with respect to the other provision, exempting all vessels of not more than 250 tons register, I do not feel at the present moment prepared to express an opinion, but I think we shall have this state of things, that if we exempt all vessels under