

that some officers of the department will be consulted. I protest against that.

Mr. J. D. REID. I agree with the hon. member (Mr. Connee). Here is one of the most important Bills of the session submitted to us within two or three days of prorogation, when it should have been introduced long ago and referred to a committee so as to allow the vessel owners and others interested to be heard. There is a good deal in this Bill that should be criticised but we are told that it must slide through now. We have had navigation laws for a great many years and they could easily be allowed to exist for the three or four months intervening between this and next session when a well considered Bill could be introduced and the people interested heard in regard to it. The government will have to take the responsibility of this Bill because the House is not treated fairly by submitting it to us at this late hour of the session.

Mr. BRODEUR. The Bill has been before the House since June 2 and previous to that it was fully discussed in the Senate and the interested parties had the advantage of being heard. I sent it to the Senate in order to give the interested parties an opportunity of being heard.

Mr. R. L. BORDEN. Were they heard before the Senate?

Mr. BRODEUR. I do not know if the Bill was referred to a special committee; I am informed now it was not.

Mr. J. D. REID. That is the very point I raised.

Mr. BRODEUR. It has been before the Senate for three months.

Mr. CONMEE. Who knew anything about that?

Mr. BRODEUR. For several sessions past there have been Bills brought before the House by the hon. member for Lincoln (Mr. Lancaster), the hon. member for Simcoe (Mr. Leighton McCarthy) and the hon. member for Lunenburg (Mr. McLean) and they have been discussed in the House and referred to committees. The change proposed in this section is a mere verbal change and it removes some of the disabilities which have been mentioned.

Mr. J. D. REID. The minister tells us to-night that he does not know anything about the Bill and that he will have to consult his officer who is not present. The Bill is prepared by his officer who no doubt does his best, and while it may be all right in theory it may be all wrong in practice. I want the very best Bill that can be produced and one which will protect the public while at the same time it will not be a hardship on those interested in the business.

Mr. BRODEUR. Under the present law these temporary certificates are issued only

to engineers in charge of 9 horse-power compound engines and now we are extending it to 14 horse-power so that it lessens the restrictions formerly placed on vessel owners.

Mr. EMMERSON. I have been informed that application has been made on behalf of certain ship owners in the maritime provinces to so widen the Act as to enable Canadian vessels up to 500 tons to sail as far as the River La Platte without certified masters and mates. Is that provided for in this Bill?

Mr. BRODEUR. I may say that such a question was brought up in connection with a Bill which has been introduced by my hon. friend from Lunenburg (Mr. A. K. McLean). This Bill was referred to a committee, which heard evidence and unanimously reported in favour of some changes being made in that direction. I think the committee recommended the adoption, not of the River La Platte, but of British Guiana, as the limit. That provision will be incorporated as a section in this Bill.

Mr. EMMERSON. I would oppose the enlargement of the powers in that direction, and I speak on behalf of ship owners as well as of ship masters and mates. I have under my hand a long communication, which I do not propose to inflict on the House at this moment, but I would like to know when that amendment will be under discussion.

Mr. BRODEUR. As soon as we are through with the Bill as it is, I understand that a motion will be made to incorporate in this Bill the provision which has been reported by that committee.

Mr. PERLEY. This section 17 refers to the granting of temporary certificates to engineers on small passenger steamers. I think the minister might increase the horse-power, on which he would grant temporary certificates, to fifteen or twenty horse-power. I want to point out that there is nothing here providing for the granting of temporary certificates to engineers on tug boats. For instance, on the Ottawa river there are a great many tug boats engaged in towing logs, none of which have certificated engineers, although many of the engineers on them are able to take the machinery to pieces and put it together again, and have been at their work for many years. Provision ought to be made for granting temporary certificates to these men.

Mr. BRODEUR. There is nothing in any existing legislation requiring tug boats to have certificated engineers. This Bill will provide that engineers on tug boats of a certain size shall be obliged to have certificates. If the House agrees with that, we shall have to provide for issuing temporary certificates to engineers on tug boats.

Sections 17, 18, 19 and 21 allowed to stand.