

tificate at Quebec. She is plying on the coast of Nova Scotia and meets with material injury. Why should the master who is, perhaps, making Halifax his principal port, be required to report to the inspector at Quebec instead of to the inspector of Halifax? I understand that the inspector at Halifax might communicate with the inspector at Quebec, but it seems to me it would be more convenient for the ship master to report to the inspector at Halifax in that case.

Hon. Mr. LOUGHEED—The inspector who issues the certificate might not be filling the office. Another inspector might be in the position.

Hon. Sir RICHARD CARTWRIGHT—The presumption of the law would be that his successor would be entitled to receive the certificate.

Hon. Mr. LOUGHEED—I doubt very much whether the Interpretation Act would be sufficiently wide to cover that. You do not refer to a man who held a particular office, but to a man who did a particular act.

Hon. Sir RICHARD CARTWRIGHT—All I can say is, that the department considered it would be better to have this as a rule made to the man who issued the certificate. He must write or send a report to the party from whom he obtained the certificate.

Hon. Mr. ROSS (Middlesex)—There is a steamer now at Gaspé going to Montreal with coal, and probably after she gets there she will require to be repaired. Suppose the original certificate was given in Sydney, C.B., probably it was, the master would have to go there to get this certificate renewed.

Hon. Sir RICHARD CARTWRIGHT—Would it not be sufficient in such a case, according to the rule of the department, that a written report be made to the inspector who issued the certificate. It would not be necessary to report in person; it would simply amount to this, that whenever such an injury occurs, the officer in charge would mail a report stating the particulars of the injury to the inspector.

Hon. Sir MACKENZIE BOWELL—Take a vessel plying from Quebec or Montreal

to the head of Lake Superior. If she obtained her certificate in Montreal and should meet with an accident in Lake Superior, would she have to wait there until the master or owner could report to the man who granted the certificate in Montreal?

Hon. Sir RICHARD CARTWRIGHT—I do not suppose the vessel would be held up. That is a point to which I should call the attention of the department. As I understand it, all that he would be required to do is to mail a written report.

Hon. Sir MACKENZIE BOWELL—But the object of reporting would be, I fancy, for the purpose of having repairs made so as to make the vessel safe in proceeding on her journey. She would necessarily have to be held up awaiting the certificate. The clause was adopted.

Hon. Mr. WILSON, from the committee, reported progress, and asked leave to sit again.

The Senate adjourned until to-morrow at three o'clock.

### THE SENATE.

OTTAWA, Friday, May 15, 1908.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

#### A QUESTION OF PRIVILEGE.

Hon. Mr. DOMVILLE—I should like to call the attention of the House to a statement which appears in to-day's 'Gazette,' which reads as follows:

Senator Domville, in answer to an interruption, stated that the younger members of the Senate proposed to be controlled by the older senators.

Now, I never made such a remark.

#### THIRD READINGS.

Bill (41) An Act to incorporate the Standard Plate Glass Insurance Company of Canada.—(Hon. Mr. Jaffray.)

Bill (73) An Act respecting the Quebec Railway, Light and Power Company.—(Hon. Mr. Casgrain.)