

in order to help in the erection of a monument to the late Hon. John Young.

Mr. FOSTER. Who is to erect it?

Mr. PREFONTAINE. The citizens of Montreal. The Harbour Commissioners are authorized to help to the extent of \$6,000.

Mr. FOSTER. Why?

Mr. PREFONTAINE. The citizens of Montreal consider that the late Hon. John Young was really the founder of the harbour. It was he who, with the late Sir Hugh Allan, initiated the works which have been continued for the last fifty years and have contributed to make Montreal the national port of Canada.

Motion agreed to, and Bill read the first time.

#### HALF BREED SCRIP RETURNS.

Mr. FOSTER. Before the Orders of the Day are called, I would like to know if we are going to have those papers with reference to the scrip which were promised? We have not had anything for weeks. Although we all want to get away, I must insist on my right of having those papers before we go. I am just as anxious to get away as any one, and I hope the First Minister will call the attention of his colleague to this matter and have the papers brought down. They are not so voluminous that they could not have been prepared and laid on the table by this time. They need to be here so that some consideration be given them before the end of the session.

Sir WILFRID LAURIER. I shall speak to my colleague and try to have them on Monday, and will also see about the reports called for by the hon. member for East Grey from the Department of Public Works.

Mr. SPROULE. The Department of Public Works has had ample opportunity to have them down before this.

#### PENSIONS TO INTERCOLONIAL RAILWAY EMPLOYEES.

Mr. MACDONALD. Has the hon. the Minister of Finance considered the advisability of introducing a measure to give old age pensions to the employees on the Intercolonial Railway? On the 15th of March I asked if the government proposed introducing a Bill respecting old age pensions, which the Minister of Railways and Canals promised last year. The hon. the Minister of Finance replied that the subject was under consideration.

Mr. FIELDING. If my hon. friend will renew the question when the Minister of Railways is in his seat, I would rather he would answer.

#### SEAMEN'S ACT AMENDMENT.

House in committee on Bill (No. 147) to amend the Seamen's Act.—Mr. Préfontaine.

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Mr. FOSTER. I do not see how we can go on with this Bill unless the Minister of Justice is here.

Mr. PREFONTAINE. I think my hon. friend will find that that is not necessary. I have here the Bill as re-cast by the Minister of Justice. I think that the amendments made will meet with the wish of hon. members on both sides of the House. In the Bill as introduced, section I was as follows:

1. Sections 7, 16 and 18 of the Seamen's Act, chapter 74 of the Revised Statutes, shall not apply to shipping masters or deputy shipping masters in British Columbia.

The great objection to this clause was that under its provisions inn-keepers, hotel-keepers and boarding-house-keepers could be appointed shipping masters and deputy shipping masters. I propose to strike out the figure '7' in this section, which will leave still applicable to British Columbia the law which provides that this class of people shall not be appointed shipping masters or deputy shipping masters.

Section 2 of the Bill as introduced provides as follows:

2. In that province, every shipping master may appoint any person as deputy shipping master, and every shipping master and deputy shipping master may, until fees therefor are established by the Governor in Council, receive any remuneration agreed upon for hiring or supplying any seamen for any ship.

That is changed to the following:

In the province of British Columbia every shipping master may with the approval of the Minister of Marine and Fisheries, appoint not more than two deputy shipping masters to assist masters of vessels in the securing of crews.

So the objectionable words under which the shipping masters might appoint any person as a deputy is struck out. Not only does the law apply prohibiting the appointment of hotel-keepers, inn-keepers and boarding-house-keepers, but he is restricted to the appointment of two, and these with the approval of the Minister of Marine and Fisheries.

Section 3, as it is proposed to be amended, provides:

Every shipping master and deputy shipping master may, until otherwise provided by the Governor in Council, take and receive from the master of any vessel any remuneration agreed upon between them for the hiring or supplying of seamen for any such vessel, not exceeding ten dollars for any seaman hired or supplied.

And section 3 of the Bill as introduced entirely disappears. The following is added as section 4:

4. Notwithstanding the next preceding subsection the sum which the owner or master of a ship engaging or discharging a seaman in a shipping office in British Columbia may deduct from the seaman's wages under section 17 of the