

Sir JOHN A. MACDONALD moved the adjournment of the House.

Motion agreed to, and the House adjourned at 5:10 a.m., Wednesday.

HOUSE OF COMMONS.

WEDNESDAY, 22nd April, 1885.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

FIRST READING.

Bill (No. 131) further to amend the Act for the better preservation of the peace in the vicinity of public works, and the Acts in amendment thereof—(from the Senate).—(Sir John A. Macdonald.)

GRAND TRUNK RAILWAY—SHAREHOLDERS.

Mr. MITCHELL. Before the Orders of the Day are called I would like to ask the right hon. gentleman whether he is yet in a position to tell me what course the Government intend to take in carrying out the Order of the House for a list of the Grand Trunk stockholders.

Sir JOHN A. MACDONALD. I understand that the manager of the Grand Trunk Railway has sent home to England the Order of the House for the return, where alone the list can be perfected for the purpose of obtaining the information the hon. gentleman wants.

Mr. MITCHELL. I did not quite understand from the right hon. gentleman whether it was understood that the list will be furnished or not. I would like to know that from the right hon gentleman.

Sir JOHN A. MACDONALD. That is a question I cannot answer. As I understand it, the manager in this country has sent home the return, for the purpose of obtaining the information the hon. gentleman desires to get, but there has been no answer yet from England.

Mr. MITCHELL. Then the Grand Trunk is more powerful than the Government or Parliament, it appears.

Sir JOHN A. MACDONALD. Our arm is very long but it cannot reach across the Atlantic.

Mr. MITCHELL. But you can reach over this country.

NAVIGATION OF CANADIAN WATERS.

Mr. McLELAN moved that the House resolve itself into Committee of the Whole, to consider the following resolution:—

That it is expedient to amend the Act 43 Victoria, Chapter 29, respecting the navigation of Canadian waters, and to enable the Governor in Council to suspend, from time to time, certain provisions of the said Act.

He said: The original Act of 1868, to which this resolution refers, is based upon the regulations of Imperial Orders in Council; and as those regulations are subject to change from time to time, it is desirable that our Acts respecting navigation in Canadian waters, should be conformed to those regulations. Therefore, it is proposed that we should take power to harmonise the two. Since the establishment of the inspection of the hulls and equipment of steamboats, as well as the machinery, the Act of 1868 has been very rigidly enforced by our inspectors. It has been found that

Mr. VAIL.

the Act requires certain equipment for steamboats on inland waters that is scarcely required under the circumstances, thus causing a hardship to inland ship owners. It is therefore asked that the Government should have power to amend the Act from time to time in accordance with the regulations that may be imposed by Imperial Orders in Council on sea-going ships and to suit the conditions of inland waters.

Motion agreed to; and House resolved itself into Committee.

(In the Committee.)

Mr. WELDON. In what respect does the hon. Minister wish to suspend the provisions of the Act?

Mr. McLELAN. One thing that has been brought to my notice is, that the Act of 1868 requires that every steamship shall be provided, not only with a steam-whistle and a bell, but with a fog-horn, to be sounded by a bellows or other mechanical means. It is not considered necessary that all the small steamers navigating inland waters should have all these three things, and it is proposed to allow them to dispense with the fog-horn. We shall still require them to have the steam-whistle and the bell.

Mr. BLAKE. It seems as if we wanted fog-horns ourselves here, to enable us to hear what the explanations are. Perhaps the Minister will say if there is any other particular in which he proposes to take power to suspend the Act.

Mr. McLELAN. The Imperial regulations are varied from time to time, and it is necessary for the Canadian Act to be in harmony with them, so that the equipment of our sea-going vessels shall be in accordance with the requirements of the Imperial Orders in Council. It is therefore impossible for us to say how it may be necessary to change the requirements for Canadian ships, and it is necessary to have power to make such changes as the Imperial regulations may call for.

Mr. WELDON. I must say that I think our legislation regarding shipping has not always been in the right direction, because it sometimes comes in conflict with Imperial statutes. With regard to our sea-going ships, there is sometimes some confusion as to whether the Imperial Act or our own Act applies. The commission on the consolidation of the statutes has just gone through our Act, and it would be better to have this amendment included in the consolidated statutes than to go on amending from time to time.

Mr. McLELAN. I do not know what steps the commission propose to take; but I suppose that any amendment we make would be embodied in the consolidated statutes.

Mr. BLAKE. Is there any other specific amendment or suspension that the hon. gentleman has in view besides that with regard to fog-horns.

Mr. McLELAN. There are propositions to change the material of life preservers after a thorough test, and a number of other things have been suggested by the owners of ships navigating inland waters which have not yet been decided upon.

Mr. BLAKE. I can suppose that it would be convenient—if our regulations are statutory, and so inflexible without the action of Parliament, while the Imperial Act authorises a constituted body to make regulations—to allow the Government to suspend our statutory regulations on the lines, so far as the circumstances of the country admit, of the Imperial regulations made by Order in Council or other authority. But of course, a simple power to suspend would not be adequate to the occasion, because that would not