

have a distinction made by the department between the minor waters and the other waters of Canada. That practice seems not to be in strict accordance with the original statute, and this Bill will make its provisions more clear.

Mr. BURDETT. I desire to call the attention of the Minister to the necessity of having it distinctly enacted that certificates may be granted to masters to run vessels on these minor waters upon passing a very slight examination, as very slight, if any, knowledge of navigation is required in many cases. For instance, in the Bay of Quinté there are a number of small ferries which require very little knowledge of navigation on the part of the masters of these boats, and to subject the owners of these ferries to the necessity of having certified masters as well as engineers, renders it impossible to run such boats with any profit whatever. In fact, a case has occurred in which, in a suit at the instance of the Crown, judgment was given against two owners of such boats for a penalty of \$500, because the boats were run without a certified master. The fact is, the owners cannot afford to pay for certified masters and engineers, and these small boats can be very well run without such certified officers. I understand that in the case I have referred to the judge, in giving judgment, recommended the remission of the penalty by the Minister on such terms as may be deemed just. There certainly should be a clause in this Bill to permit a certificate to be granted to masters of these minor ferry boats which ply on the inland waters, without their having to pass anything like a difficult examination.

Mr. TUPPER. That is the object of the provisions of the present Bill, and it was supposed to be the law until a recent date. However, it will be remedied by this measure.

Mr. BURDETT. I would suggest that the Minister should take power in this Bill to remit any penalties already incurred by reason of the violation of the law, if the violation has not been very serious.

Mr. LISTER. Is it the practice or the law at present, that a person obtaining a certificate must be a British subject?

Mr. TUPPER. That is the law at present.

Mr. EDGAR. Is it intended by this Bill that all steamers on the minor waters carrying loads of over ten tons shall require to be sailed by certified masters?

Mr. TUPPER. What kind of steamers?

Mr. EDGAR. Any steamship, not a pleasure yacht of over ten tons register.

Mr. TUPPER. The law will be the same with regard to that as hitherto. This Bill simply provides that the masters of small steamers, on the minor waters, shall have a less severe examination to pass. It makes a distinction between the certificates of masters of the larger steamers, on the greater inland waters, and the masters of small steamers on the minor waters.

Motion agreed to; Bill read the second time, and House resolved itself into Committee.

(In the Committee.)

On section 1,

Mr. BURDETT. I would call the attention of the Minister to a case of hardship which occurred

Mr. TUPPER.

on the Bay of Quinté, where the owner of a large carrying a little over sixty tons was compelled to have two certified engineers. The barge was simply used for carrying stones from one point of the bay to the other; it was only used in the day time; there was no necessity for two engineers, and it cost the owner a great deal of money to have two certified engineers on the same barge at the same time. I think the Minister should have a clause inserted in this Bill which would make its provisions more elastic, so as to meet a case of this kind, and which would permit a steamboat to have only one engineer where a sufficient case is shown to this effect.

Mr. EDGAR. What is the interpretation of the Minister of the expression "inland and minor" waters. Take, for instance, the Gulf of Georgia or James' Bay. The inland waters as defined at present mean the St. Lawrence to a line drawn across at Father Point.

Mr. TUPPER. The division made in the section is that which has always obtained, and I felt it right to stick closely to it, because there has been no representation in favour of any other division.

Mr. CHARLTON. Would the Hudson Bay be a minor water?

Mr. TUPPER. No; it is part of the ocean.

Mr. EDGAR. The Gulf of Georgia and James Bay are inland waters, but I do not know where they are defined as such—certainly not in the original Act, and they are not so defined in this Bill.

Mr. TUPPER. This Bill relates only to special certificates for navigating inland waters and minor waters. Then there are certificates for sea-going ships not confined to any particular waters, which would embrace all waters, whether inside of Canada or not.

Mr. EDGAR. Under this Bill the Gulf of Georgia and the James' Bay would be minor waters, because they are inland waters.

Mr. TUPPER. Navigation in the Gulf of Georgia would require a sea-going certificate.

Mr. EDGAR. The Gulf of Georgia is in Canada, between the Island of Vancouver and the mainland. Then, what about the navigation of the Fraser River up to Yale?

Mr. TUPPER. That would be included in the minor waters of Canada.

Mr. MILLS (Bothwell). As I understand the Minister, he confines the words "inland waters" and "minor waters" to fresh waters, and embraces no part of the sea.

Mr. TUPPER. No part of the sea.

Mr. MILLS (Bothwell). That is not stated in the Bill. By clause (h) he gives a definition of inland waters, which he makes to embrace the River St. Lawrence, and in clause (i) he says that the expression "minor waters of Canada" means all inland waters other than those stated. He uses the expression "inland waters" in two different senses in these two clauses.

Mr. TUPPER. One is the statutory definition, and in the other case the term is used in a general sense.

Mr. MILLS (Bothwell). That is not made clear in the Bill. If the hon. gentleman means to con-