

Mr. WHITE (Cardwell). If we simply negative the motion and refuse to extend the time, no Bill under our rules can come in.

Mr. BEATY. This Bill is in the hands of the hon. member for West Middlesex (Mr. Cameron). The importance of the Bill arises from the fact that the company, if they do not obtain this Bill to increase their capital, is liable to be injured thereby, and it is of great importance that this company should have the Bill passed. They gave the regular notice, except as to one point, and that is, that they did not say that they wanted to increase their capital stock. They have found it necessary to increase the capital stock, and they come in at this late hour of the Session, not knowing that the matter would be of much importance as they find it to be after the change of management which has taken place within the last few weeks, and after discovering certain defects connected with the management of the company. These considerations make it of importance to them and to others that the Bill should pass. Personally I do not care anything for the Bill in that respect, but it is of importance in the interests of the company and I hope if it is possible within the time to have the Bill passed it may, under the peculiar circumstances, be allowed to pass. I may say I have acted as Chairman of the Committee strictly on the idea that Bills should not come in if possible later than the rules allow. We have acted on that principle in all cases except in these two which are of an exceptional character.

Sir LEONARD TILLEY. I may say that the hon. member for West Middlesex conferred with me as to the possibility of this Bill passing, and I gave him to understand that I did not think there would be the least chance, because it was understood on both sides of the House that we were not to be asked to go beyond the extension of time which was previously allowed. I have read this Bill, I may say, and though it may be of importance to the company, I cannot see that it is. I think it would not be expedient that the time should be extended at this stage of the Session. It would make a precedent which might render it possible for other Bills, perhaps of a doubtful character, coming in at the close of the Session.

Sir HECTOR LANGEVIN. Would the hon. gentleman who made the motion state in what position the Bill is. Has it been allowed by the House before it was sent to the Committee.

Mr. BEATY. Yes.

Sir HECTOR LANGEVIN. At what stage is it now?

Mr. BEATY. I propose to move the first reading now, as it has not been moved. The Committee on Standing Orders passed the Bill, and we propose, if the House allows, that the first reading shall be taken.

Mr. MITCHELL. I hope the amendment will be withdrawn so that the House may act upon the question in the main motion.

Amendment agreed to, and main motion, as amended, negatived.

SICK AND DISTRESSED MARINERS.

Mr. McLELAN moved the second reading of Bill (No. 129) to amend the Act respecting the treatment and relief of sick and distressed mariners. He said: This Bill of which I give notice some time ago is intended to relieve some abuses which arose under the operation of the old Act. Under the old Act, very little was collected from fishing vessels other than those that had sick mariners on board; and in 1882 I asked Parliament to pass a Bill exempting fishermen from the payment of dues to the sick and distressed mariner's fund, and exempting them from

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the benefits of that fund. But cases of great hardship have arisen, which have been brought to my notice, and I propose in this Bill that all fishing vessels that pay before leaving the first port of outfit shall be entitled to participate in the benefits of the fund—making the matter optional. That is, if a vessel pays the fees at the port of outfit before sailing, she will be entitled to the benefits of the sick mariners fund for that voyage; but if she neglects to pay before sailing, she will not.

Mr. WELDON. I suppose that if a fishing vessel leaves on her first voyage, and pays afterwards during the summer, she cannot get the benefits of the fund?

Mr. McLELAN. She must pay before sailing on her first voyage, and if she goes upon a second voyage she must pay before sailing on that voyage in order to participate for that voyage. Vessels under 100 tons, by paying once before sailing, participate in the benefits of the fund for the calendar year, but vessels over 103 tons must pay for three voyages in the year, in order to participate in the benefits of the fund for that year.

Mr. BLAKE. So that, as the hon. gentleman understands his Bill, it is to put fishing vessels on the same footing as others, except that it makes it optional for them to pay or not, and if they do not pay they do not receive the benefits of the fund?

Mr. McLELAN. Yes. Foreign vessels arriving in a port of the Dominion of Canada must pay their dues on entering.

Mr. GILLMOR. Supposing a fishing vessel should get an outfit in an American port, and on coming back should pay her dues before clearing, could she participate?

Mr. McLELAN. She must make the Canadian port her port of sailing on the first outfit.

Bill read the second time, considered in Committee, read the third time and passed.

CIVIL SERVICE ACTS AMENDMENT.

Mr. CHAPLEAU moved the second reading of Bill (No. 130) to amend the Civil Service Acts of 1882 and 1883.

Bill read the second time.

Mr. CHAPLEAU moved that the House resolve itself into Committee to consider a certain proposed resolution (page 1215) providing for salaries of Assistant Post Office Inspectors and others.

Motion agreed to; and the House resolved itself into Committee.

(In the Committee.)

Mr. CHAPLEAU. By the Act as it now stands, assistant post office inspectors are paid on appointment \$1,000; after ten years they get \$1,200, and after twenty years \$1,500. These officers I understand must be first-class clerks and are placed over officers receiving larger salaries. In giving them \$1,200 on appointment and the statutory increase of \$50 per year, they will after eight years' service, be in receipt of \$1,600. The clause providing the salaries of the superintendents of letter-carriers shall begin at \$600 and be annually increased by \$40 will be struck out. The mail transfer agents will receive \$400 with an annual increase of \$40, until the salary reaches the maximum of \$600; and the letter-carriers will receive \$360 instead of \$300 on appointment, as it is found difficult to obtain men fit for the work under a dollar a day.

Mr. BLAKE. What is the expected increase to the public charge in consequence of these changes?

Mr. CARLING. There are 300 or 400 letter carriers, messengers and box inspectors, but of course the resolutions