

Hon. Mr. ROCHE—I would briefly say that the advantage of this Bill in the province of New Brunswick, and the other Maritime Provinces, would be to enable vessels to proceed to Brazil. Under present regulations they would not be able to go further than the West Indies, and this change would enable vessels with piece cargoes and other cargoes to go to Brazil. It is very desirable to extend trade in that direction, and therefore it would be a great advantage to our captains. They have vessels that may be engaged in the fishing business in summer, and carrying lumber, but in the winter they wish to be free to voyage to Brazil for lumber and other products; therefore it would be a great advantage to have this latitude.

Hon. Mr. ROSS (Middleton)—Under the present law the coasting captain could go to the north pole. There is no restriction on going north, and it was thought an illogical thing to restrict him from going south. Of course there was some underlying influence that we do not know anything about which gave rise to that restriction. They were first allowed to go to a certain distance south, then the limit was extended to five degrees north, and now they want to go down to Brazil to trade. They cannot go beyond the Horn.

Hon. Mr. CLORAN—How about the Panama Canal?

Hon. Mr. ROSS—A British Columbia captain can only go to 42 south latitude. He cannot go round the Horn. I do not see why they should not be allowed to go round the Horn, because as a matter of fact the navigation that they are allowed at the present time is more difficult than the navigation from which they are excluded. I should be very glad to see it cut out.

Hon. Mr. BOSTOCK—I have not had very long to study this Bill, but the very point raised by the hon. senator from Middleton occurred to me in this connection. It seems to me that if a captain is qualified to go as far south as he allowed to go now, either on the east or the west coast of America, he ought to be sufficiently capable to make the whole voyage round. Another point, which it seems to me has not been considered, is a question affecting the Panama canal. If this canal is open and in operation, Canadian vessels, I presume, will be using it, and I do not see

why a captain, if he is capable of going down the coast as far as the canal, should not be allowed to go through the canal and come along the other coast. I do not know whether this question was given any consideration when the Bill was before the House, but it certainly seems that it should be considered and the Bill should be amended in that way in the shipping interest. Of course this has come up at such a late hour of the session that we have not had the time to give it the consideration that a Bill of this nature deserves, and possibly it might not be a good thing to be amending it now, but it certainly should be considered.

Hon. Mr. ROSS (Middleton)—There is another point in connection with it; the Panama canal is liable to be closed every now and then. A captain might be going from British Columbia under a coasting license and suddenly find the canal closed, and that ship would have to lie there until she got a new captain.

Hon. Mr. POIRIER—I believe the Bill very properly excludes captains from going around Cape Horn. There is no navigation in the known world more difficult. Only large powerful ships with deep-sea captains can undertake it, and should undertake it. If that privilege were given to coasting captains, then I say there would be practically no difference between their certificate and that of deep-sea captains. In their own interest that privilege should not be given to them, because a fool-hardy captain might attempt it, and be sorry for it in the other world.

Hon. Mr. McLENNAN—On the whole I believe that the coasting captains and navigators of the lower provinces are worthy of the extension of this privilege to them. I have had a good deal of experience with them and can say that they are remarkably skilful navigators. With regard to fool-hardiness, which might of course take place, there are the interests of the insurance companies and of the owners to avoid voyages which ought not to be undertaken; but the men are skilful as a whole on their own coast, extraordinarily skilful, and can do things that navigators much more technically trained could not do, and those qualities make it perfectly safe to grant this extension to them to go farther south than the West Indies. To deny it would be to cut off a very valuable part of the trade, namely, the carrying of freight to Brazil, which is a very important market