

line of the said section and substituting therefor the words 'one and one-half'.

Hon. Mr. LOUGHEED—How does my hon. friend come to lower the duty on this subject?

Hon. Sir RICHARD CARTWRIGHT—It is simply a reduction of the existing duty.

Hon. Mr. LOUGHEED—How will this duty compare with the duties levied in the United States or British ports?

Hon. Mr. SCOTT—Section 384 of the Act explains it. The duty imposed is two cents for every ton of registered tonnage. This reduces it to one and one-half cents.

Hon. Mr. LOUGHEED—Why?

Hon. Mr. SCOTT—I suppose to encourage trade.

Hon. Sir MACKENZIE BOWELL—My own opinion is that it is a good provision, and would be better if it were lower, because the smaller the tonnage dues and other harbour charges in any of our ports, the better for the shipping trade of the country.

Hon. Mr. POWER—It is a good thing.

Hon. Sir MACKENZIE BOWELL—I do not know why they have taken half a cent off.

Hon. Mr. ELLIS—It is a very little step in the right direction.

The clause was adopted.

On the 10th clause.

10. Paragraphs (i) and (j) of section 565 of the said Act are repealed and the following are substituted therefor:

(i) 'passenger' means any person carried on a steamboat other than the master and crew, the owner, his family and the servants connected with his household, and other than the guests of the owner of any steamboat used exclusively for pleasure, if such guests are carried on such steamboat without remuneration or any object or profit; and

(j) 'passenger steamer' means any steamboat carrying

Hon. Sir RICHARD CARTWRIGHT—There was some dispute as to the definition of 'passengers,' and they want to make it clear. The object is to make it quite clear that besides the master and crew, his family and household servants and non-

Hon. Mr. MCGREGOR.

paying guests are covered by the expression.

The clause was adopted.

On the 12th clause.

Hon. Sir RICHARD CARTWRIGHT—There are a number of exemptions and partial exemptions under the law as it now exists, and the object is to make these plainer and consolidate them.

Hon. Mr. LOUGHEED—Can my hon. friend say what additional protection is required on boats by this registration?

Hon. Sir RICHARD CARTWRIGHT—They are made subject to the provisions of the general Act as regards passenger steamboats.

Hon. Mr. LOUGHEED—A question arises in my mind as to whether the interpretation placed upon the word 'passengers' which we have already passed, does not give too great latitude that might result in exempting a passenger steamboat from the burdens imposed upon it; that is to say, the passenger must be carried for hire to be a passenger. Now, many boats might possibly evade that provision for the purpose of escaping the imposition placed upon a boat by adopting some other means. In another clause, we enlarge the interpretation to be put upon a passenger so that a master may carry his family and guests and non-paying passengers without being considered a master of a passenger boat.

Hon. Sir RICHARD CARTWRIGHT—He cannot carry anybody for hire.

The clause was adopted.

On the 13th clause.

13. Section 591 of the said Act is repealed and the following is substituted therefor:

591. The master, owner or engineer of every steamboat, or the person in charge thereof, shall at the earliest opportunity after the occurrence of any event whereby the hull, or the machinery or boiler thereof, or any part of any or either of the same is, in any material degree, injured, strained or weakened, report such occurrence to the inspector who issued the certificate.

Hon. Mr. SCOTT—The only change here is the addition of the words 'Who issued the certificate.'

Hon. Mr. POWER—Why is this change made? For instance, a ship gets her cer-