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Name of tenderer.		Amount.
Edward Shea.....		\$13,250
John Garvey.....		13,127
R. G. Fisher.....		13,000
D. McIntyre.....		13,000
P. Walsh.....		12,550
J. W. Jones, A. T. McMahon..		12,010
H. Cronyn.....		12,000

4. Edward Shea; price, \$13,250.

5. The tenders, which were advertised for on April 6, were receivable up to noon April 20, 1905, and the property was conveyed almost immediately thereafter.

INSPECTION OF WATER METERS.

Hon. L. P. BRODEUR (Minister of Inland Revenue) moved that the House go into committee to-morrow to consider the following proposed resolution:

That it is expedient to provide for the inspection of water meters, and to authorize the Governor in Council to fix the fee for such inspection.

He said: His Excellency the Governor General, having been informed of the subject matter of this motion, recommends it to the favourable consideration of the House.

TRADE RELATIONS WITH JAPAN.

Mr. R. L. BORDEN. Before the Orders of the Day are called, I would like to ask the government not to forget to lay upon the table of the House the Orders in Council with regard to the treaty between Japan and His Majesty's government to which reference was made a few days ago.

INTERCOLONIAL ENGINEERS, STEAMER 'SCOTIA.'

Mr. R. L. BORDEN. Before the Orders of the Day are called, I would bring to the attention of the Minister of Railways and Canals statements which have been made to me with regard to the engineers on the steamer 'Scotia,' employed in the carriage of passengers between Port Mulgrave and Hawkesbury. I have no knowledge as to the accuracy of the statements made, but as they have been given to me by persons who profess to know whereof they speak, I consider it my duty to bring the matter to the attention of the government. It may not be possible for the Minister of Railways and Canals to answer me to-day, but if not, I shall be glad to have an answer at the earliest convenient time. The statement is made that this steamship has been running with only one certified engineer and that this engineer holds only a second-class certificate. It is alleged that the Steamboat Inspection Act—if that Act applies to steamers operated by the government—requires for such a boat three engineers holding first, second and third class certificates respectively. It is alleged that in this case only one engineer holds a

certificate, that he holds only a second-class certificate and that the other engineers have had no experience on sea-going boats. It is further alleged that the wages paid on this boat are such as to enable the government to employ men possessing the qualifications called for by the Steamboat Inspection Act, the three engineers being paid respectively \$140, \$105 and \$60 per month, while on local boats the wages run from \$50 to \$65 a month, and they are compelled by law to carry engineers who are duly certified. It is also alleged that there is no lack of competent men to fill these positions. If the Minister of Railways will be good enough to make the necessary inquiry and give the answer as soon as convenient, I shall be glad.

Hon. H. R. EMMERSON (Minister of Railways and Canals). The matter referred to by my hon. friend (Mr. R. L. Borden) has been before me for some time. I received the communication—I presume it was the same—that he has received, stating the case. I am not personally familiar with the matter and cannot speak as to the correctness of the allegations; but I have already asked the general manager of the Intercolonial Railway to make a report to me setting forth all the facts. The steamer in question is a ferry boat which conveys cars and passengers between Mulgrave and Point Tupper in connection with the running of the Intercolonial between Truro and Sydney. The conditions which prevail there now are the conditions which have prevailed for some time. I am not personally familiar with the appointment of the officials in question or as to there having proper certificates. Another question that, as I presume, would arise in connection with the matter, is how far, such a steamer will be subject to the Steamboat Inspection Act?

Mr. R. L. BORDEN. If I may be permitted a word, I would say that if these regulations are necessary in the public interest in the case of steamboats operated by private owners, one would think that they should be equally carried out, even though the letter of the law may not require it, on boats which are operated by the government. A very large number of passengers is carried by the boat, and sometimes under very difficult conditions, as the hon. minister knows. Therefore, I should think that this is a case in which not only the spirit, but the letter of the law should be carried out. In case of a serious accident, even if it did not result from failure to observe the requirements of the law I mentioned, it would be associated in the public mind with that failure; and it would be very unfortunate—of course the minister will agree—that such should be the case.

Mr. EMMERSON. I quite concur in what my hon. friend says. As to the qualifications of the officers, I am, of course,