

be made more than once a year, as is the present practice; that a certificate should be given to vessels allowing them to run up to a certain time in the fall if they were properly equipped; that a fine be imposed on masters for allowing a larger number of persons on board than was consistent with safety; and that vessels, when leaving port, should be properly equipped with life-boats and life-saving apparatus.

Mr. LANE. In seconding this motion I desire to remind the House that last Session I moved that an investigation should be held into the loss of the steamer *Waubuno*. It was late in the Session when I proposed my resolution, and nothing was done. Of course an objection could be taken to my proposal, on the ground that it referred to a matter in litigation; at the same time I could not see any reason why an investigation should not be held, notwithstanding the fact that the matter was before the courts of law. This year we have had another disaster, occurring very near the port where I reside on Georgian Bay, in which about thirty lives were lost. Every year disasters, more or less numerous, take place on Georgian Bay, and I am fully satisfied that if the matter is properly looked into by the Government they may, to a large extent, be averted. It is the general impression that the *Jane Millar* was lost last fall simply because she was constructed on improper principles, added to which was the circumstance that she was overloaded. I think it is advisable that at all lake ports there should be a resident inspector, whose duty it should be to see that vessels are not allowed to leave port except in a proper condition, and not overloaded. I do not think there is any way of arriving at the true reason of these losses unless an investigation is held, under the auspices of the Government, by competent persons, who will take evidence and make a thorough enquiry. It certainly is a very serious matter that every year we should have reported unexpected losses—I say unexpected losses, because there is no reason why the *Jane Millar*, for example, should have been lost with twenty lives on board. The storm in which she went down was not one which would wreck a vessel which was in proper condition to withstand a moderate gale; she was not very far from land, not over a quarter of a mile, and we have it on the evidence that, unless there was something radically wrong, she would not have been lost. No doubt the Government will have observed the extent of the disasters that have occurred during the last two years; and to those particular instances to which attention has been called, will decide that it is necessary that the whole question shall be thoroughly examined, in order that life may be protected.

Mr. McCALLUM. Of course it is very desirable if the Steamboat Inspection Act can be improved, it should be improved; but I can tell the hon. mover of the resolution that we have a Steamboat Inspection Act, and I regret very much he has brought the subject before the House, particularly in regard to the *Waubuno*, because I believe that matter is yet before the court. I venture to assert, in contradiction to the hon. gentleman, that these very boats of which he speaks now were seaworthy. All the inspection possible—and it is desirable we should have all inspection possible—will not prevent such an occurrence taking place when a vessel goes out in a heavy sea, and gets caught in a gale or a heavy snow storm. Instead of the inspectors the master of the *Victoria* was to be blamed altogether, because the accident happened through his carelessness in allowing so many people to go on board. The boat had three times as many on board as she could safely carry. Had she the right number, she would have been safe enough. As to the accident to the *Jane Millar* at the time she was lost a very serious storm was raging. The hon. member suggested that the captain of a vessel should be fined when his vessel was not properly loaded. Was not the captain subject to a penalty right before his eyes? Was he

not the proper judge; and if he went out with an overloaded vessel, did he not risk his own life? Surely that was penalty enough. I hope the Government will appoint a proper shipbuilder to inspect hulls. These should be inspected as well as the machinery. It may be said the present inspectors have had the inspection of hulls under their control as well as the inspection of machinery, but the hon. gentleman may find fault and say the present inspectors are not qualified to inspect the hulls of vessels. I know that, on the contrary, they have succeeded very well so far. If the hon. gentleman will look at the other side of the water, he will find that many vessels have been lost there the past season—even new iron boats, through collisions and other accidents. It is very advisable we should have all the restrictions possible, and do all we can to save life, but the loss of life will take place as long as we have men engaged in that business.

Mr. KILLAM. I take this opportunity to ask the hon. Minister of Railways if any material change is proposed in the system of inspecting steamers in the Maritime Provinces engaged in ocean navigation as separate from the lakes, and whether the Bill for the inspection of inland steamers is in an advanced state of preparation, so that we may shortly expect it down?

Sir CHARLES TUPPER. If my hon. friend will wait until the hon. Minister of Marine and Fisheries is in his place, he will answer the question.

Mr. McCUAIG. I endorse the remarks of the hon. member for Welland with reference to the inspection of vessels. The Government have to rely on the inspectors appointed by the insurance companies. I am aware the Government are considering the desirability of appointing some practical shipbuilder to inspect the hulls. I have no doubt the appointment of a man of skill will meet all the wants of the country in that direction.

Motion agreed to.

#### DOMINION CANALS TENDERS.

Mr. COSTIGAN moved for copies, 1st, of all tenders for the enlargement of the Welland Canal, the amount of each tender moneyed out, the bill of approximate quantities on which tenders have been computed; the names of all persons to whom contracts have been awarded, specifying whether awarded under a call for tenders or not, and, if not, the bill of quantities and schedule of prices on which such contracts based; the date of each contract, the date when stipulated to be finished, and if finished, the date of its actual completion; the amount paid each contractor, and the bill of quantities on which such payments have been made; and bill of quantities of the work in each case remaining unfinished; the amount and nature of the securities deposited by each contractor; the names of contractors who have failed in carrying out their contracts; and amounts of securities and drawbacks forfeited by each contractor so failing. 2nd. Copies of all tenders for the enlargement of the Lachine Canal and the like information in every particular as is asked above for the enlargement of the Welland Canal. 3rd. Copies of all tenders for the enlargement of the Ottawa River canals, and improvement of its navigation, and the like information in every particular as is asked above for the enlargement of the Welland Canal. 4th. Copies of all tenders for the construction of the Culbute Canal, and the improvement of the navigation of the Upper Ottawa River, and the like information in every particular as is asked above for the enlargement of the Welland Canal.

Sir CHARLES TUPPER suggested that, as the returns asked for would entail a vast amount of work, and therefore probably not be furnished until very late in the Session, the hon. gentleman should move instead for information in re-