

is left in. The result no doubt will be that instead of having drinking going on on steamboats confined to one place as now, at the bar, it will be spread all over the ship, into every state room, into the saloon, and into every place else. People who want to drink, and who now only buy a glass of liquor on steamers at meal hours, will, under this proviso, take a bottle with them, and drink in the state rooms, and in the public saloons, in the presence of ladies; and instead of benefiting the cause of temperance and propriety on board of steamers, it will do positive harm. Moreover, I think it will have another effect. If enforced I have very little doubt that on our lakes and on the St. Lawrence, for instance, where there is competition between American and Canadian steamers, if this rule is applied it would drive the great portion of summer travel, a very important element, and which now comes to a great extent through Canada, to the American steamers, where there is no such restriction. In every point of view I think the proviso should be admitted, and I shall support the amendment.

Mr. SHAKESPEARE. I trust the Committee will not consent to this amendment, for I think it would be a very great mistake to do so. I think experience should teach every hon. gentleman in this House to have a bar on steamboats is certainly a great nuisance, and an encouragement of intemperance to a very great extent. It would not perhaps matter so much if men when drinking would only behave themselves, but unfortunately they drink too much, and when they have drunk so much they scarcely know what they are doing. The result is that in the presence of ladies their conduct is certainly very unbecoming, and the language they use in the presence of ladies, on many occasions, is not fit to be heard. We have decided not to allow liquors to be sold in groceries, the reason being that ladies and children visit these establishments. I think the same rule should apply with regard to steamboats. On these boats there are usually as many ladies as gentlemen, and apart from that how many vessels have we heard of being wrecked or sunk and the passengers lost, and according to report on some occasions through intemperance by the captain himself, or other officers of the ship, becoming intoxicated after leaving port. Probably this would not occur if bars were not allowed on these boats. It seems to me it would not be a very great hardship for persons to abstain from drinking intoxicating liquors for a few hours. It is not very far from one port to another on these river boats, and if travellers were permitted to have intoxicating drinks at their meals that should be sufficient. This system has worked injuriously in the past and I have heard no argument to show that it will not work injuriously in the future.

Mr. BAKER (Victoria, B. C.) I am sorry to dissent from the views of my colleague (Mr. Shakespeare), but I have travelled pretty nearly all over the world in vessels, and I have never seen the master of a vessel drunk on board ship.

Mr. SHAKESPEARE. I have seen many of them.

Mr. BAKER. With all due deference to the hon. gentleman, I think I have had better opportunities of judging than he has. I suppose this clause is intended to apply to vessels trading on the lakes and rivers, because it stands to reason that once a vessel gets clear of the jurisdiction of Canada, gets outside one marine league, its officers can snap their fingers at the whole business and open a bar at their pleasure. I would like to see an amendment providing that the license should be issued to some person under the direction of the master. I do not like the idea of its being issued to him, so that a master mariner is permitted the privilege of peddling these drinks. I think this proviso should be eliminated from the clause, for there is really no good reason for putting it in, because if people want liquor they will get it. The hon. member for Victoria (Mr. Cameron)

stated that it would be offering a premium to smuggle liquor into all sorts of places on board ship, so that instead of lessening the ill effects of intoxicating liquors on board ship it would have the contrary effect.

Mr. FOSTER. I hope the Committee will not strike out that proviso unless better reasons are given than any which have been adduced so far. One reason given for striking it out, is, that if you do not allow people to go to the bar they will be drinking all over the ship. Another reason is that on our lines of competing travel the Americans have bars on board their vessels, and it is so nice for ladies and gentlemen on these pleasure trips to be where people are drinking, that they will patronize the boats which have the bars instead of the others. There are two things which have not been taken into account. A large majority of persons who drink do not start out with the set purpose of drinking so much as from this cause that they come in contact with constant temptation. One says to the other when they are just in sight of the place where they can get liquor: Let us have a drink; and one drink leads to another. You will find that probably five out of every ten persons who go on these excursions and who drink, would remain perfectly sober all day long but for the constant temptation, and they yield to the temptation by taking advantage of the facilities afforded them for getting liquor. There is another side to the question. I remember, not many months ago, that some very disgraceful and dangerous circumstances took place on a vessel plying between Toronto and Niagara, where large numbers being on the excursion, and the bar being open, persons got drunk, some very disgraceful scenes took place, and the passengers were in the utmost danger. I hope this clause will not be eliminated of what I think is its chief virtue. It may be said in amplification of this, that where you have not bars you take away the possibilities of those who are navigating the vessel, those who have the management of it, and the crew from being in a position to be tempted now and then, and so becoming unfit to manage the vessel. You will find that the great steamship companies which ply between the Old Country and the new, have every year, more and more of them, been cutting off the supply of grog to their crews; and the Cunard, one of the largest and best, has followed in the track of the others. I think there now remains but few of the large lines of ocean steamers that have not adopted that principle, and they adopt it on the ground of safety, rather than another ground.

Mr. CURRAN. I think the great object, with regard to this and every other clause, should be to make it practicable. Now, it is stated here that liquor shall not be sold except at the regular meals served on board such vessels. How is that law going to be enforced? Suppose they keep a table on the vessel, and people sit down to take a meal whenever they feel disposed, is there anything in this law that says that a man shall not eat more than twice or more than three times a day? He can sit down and take his meal as often as he likes.

Mr. BLAKE. I think there is something in the observation of the hon. member for Victoria (Mr. Baker). I do not know what is customary, but it does seem to me that it would not be at all a bad thing if some person other than the master of a vessel should serve the liquor to the passengers at their meals.

Sir JOHN A. MACDONALD. I do not think that would do. The master of the ship would escape the responsibility.

Amendment negatived.

On sub-section d,

Mr. ROSS (Middlesex). Why reduce the quantity to be sold by wholesale to two gallons? In the old Statute, the minimum is five gallons.