

a vessel to become her captain would do little harm if he only lost his own property, but unfortunately he loses a great deal more of other peoples.

LETTER from Mr. Stupart to the Chairman of the Select Committee on Fisheries and Navigation.

TORONTO, ONTARIO, 4th June, 1869.

To the Chairman of the Committee of the House of Commons on Maritime and Inland Navigation, &c &c &c.

SIR,—As Canada has about 2,800 miles of lake and river navigation, with shoals, canals and dangerous rapids, some laws will be required for which no precedent can be found in those of other nations.

The Bill respecting inspection of steamboats, contains a clause (4) providing means of lowering boats. Last year the propeller *Perseverance* caught fire and fourteen lives were lost, yet she had boats which were not lowered. The propeller *Enterprise* came up whilst the ill-fated vessel was burning,—heard cries for help from those of the crew who were floating about on spars, &c, yet this vessel could render no assistance. Why did they not pick up the drowning men with their boats?

If ever there was an accident that required investigation, this did; but the law had been complied with, both vessels had been inspected, both had proper boats, and the engineers were competent. The safety of all depended on the master, a person not recognized by the law as being of any consequence.

The *Grecian* has struck on the St. Lawrence rapids and sunk four times within two years. On the 18th ultimo, it was a miracle that several hundred men were not drowned; yet, so far, it does not appear that any steps have been taken to ascertain the causes of the several disasters, or the qualifications of the masters in charge of vessels, or the pilots they employ.

I am, Sir,  
Your obedient servant,

R. D. STUPORT.

Secretary to Canada Lake Underwriters' Association.

