

We have a system of government which may be imperfect in itself, but which, it is clear, cannot at all be misunderstood. Hon. gentlemen opposite seem to have misunderstood it entirely. I do not say they did; I do not charge them with having done so; but I think they did, and that they attempted themselves to appoint an Administrator of the Government, practically to appoint their master, and in circumstances in which he might be their servant. I believe, with some others, that we live under a very good constitution; that we are well off in this country; that our system is a good one, and that while we have a Governor General appointed by the home authorities we are as happily situated perhaps as some republican countries which have the privilege of electing their own Presidents or Governors. There are those who, like my hon. friend from Victoria (Mr. DeCosmos), think that we might grow our own Governors General, but while we are living under this constitution I think those who profess to enjoy the confidence of the people should observe the system under which they live, and should loyally carry out its provisions in letter as well as in spirit. I do not think that hon. gentlemen opposite did so on the occasion to which I refer, and I believe that if the correspondence is brought down it will show that they placed themselves in a wrong position. I believe, with the hon. member for Victoria, that it is a proper thing for the people of this country to consider whether or not we should have greater privileges in this way, and I think the hon. member for Gaspé (Mr. Fortin), who I regret to see is not in his seat, would agree with me in any steps we might take in the direction of securing additional liberties of that kind. I do not think, however, that it is proper for the Government of this country to assume the right to appoint their Governor General as hon. gentlemen opposite did on the occasion to which the motion refers.

Sir JOHN A. MACDONALD. There are no papers, and therefore we cannot bring any down.

Mr. KILLAM. Does the hon. gentleman deny that there was any correspondence on the subject with England, and that they were informed by the home Government that they could not take the course they proposed to take in relation to the appointment of an Administrator in His Excellency's absence?

Sir JOHN A. MACDONALD. Yes, I do.

Motion negatived on division.

REPORT OF INSPECTOR OF FISHERIES, BRITISH COLUMBIA.

Mr. DECOSMOS, in moving for the report of the Inspector of Fisheries for British Columbia for the calendar year, 1881, said: I understand that such a report has been received at the Department here, and as it contains important recommendations bearing upon the fisheries of British Columbia, I think it very desirable that it should be laid before the House at an early day, and afterwards referred to the Printing Committee, so that it may be printed and distributed among the members. The hon. Finance Minister, the other day, alluded to the take of the fish of Canada as amounting to \$6,000,000. I have private information that the take of the fish and fur-bearing animals taken from the sea in British Columbia amounted last year to \$1,500,000. At the eastern side of the continent some \$80,000 or \$90,000, I believe, are spent for the protection of the fisheries and for fish-breeding purposes, while at the western end of the Dominion some \$2,000 or \$3,000 only were spent last year. Without going into the necessity for spending a larger sum of money, I will at this time simply move for the return.

Motion agreed to.

Mr. KILLAM.

SHIPPING DISASTERS IN INLAND WATERS.

Mr. SPROULE moved for a return showing the name and number of all boats or sailing vessels lost on Canadian inland waters, since 1870, with the value of property, the number of lives lost, and the known or supposed causes of the losses. He said: I move for this return in order to bring before the Government and the country the subject of the great annual loss of life and property in our inland waters, with the hope that something may be devised to prevent these disasters. Year after year some very extensive losses are chronicled. In 1879, the *Waubuno*, which ran from Collingwood to Parry Sound, was lost, with all the passengers and crew; and at the litigation which took place in connection with the loss of that steamer, the fact was brought out that she was allowed to go to sea in an entirely unseaworthy condition. If the Act regulating the appointment of inspectors requires the inspector to examine the hulls of boats as well as the engines, probably a large portion of the loss of life and property might be avoided. The Chairman of the Board of Steamboat Inspection, in his last report, says:

"The loss of the steamer *Waubuno* on the 22nd of November last year, with all on board, led to the recommendation by me of the appointment of an inspector of hulls of steam vessels, such person to have supervision over their seaworthiness as well as over their construction. The loss of two steamers this year under, as far as we can judge, like circumstances, and about the same time of the year, the one on the 6th and the other on the 24th of November, draws attention again to the importance of such an appointment."

The propellor *Zealand*, one of the vessels alluded to, was lost off Long Point, Lake Ontario, with all on board. The propellor *Simcoe* was lost on the 24th of November, off Manitoulin Island, Lake Huron, on her way from Chicago, and twelve of the crew were lost. On the 24th May, 1881, the steamer *Victoria* was lost on the Thames. Those persons who had the privilege of being at all acquainted with the nature of the circumstances and who examined the hull afterwards, came to the conclusion that the loss was very largely due to the imperfect way in which the boat was built; and if inspectors were appointed with instructions to examine the construction of boats, not only their boilers but also their hulls and every part of them, and have some superintendence over their loading, many calamities would be averted. It is a well-known fact that, although the boiler of the boat might be all that could be desired, the strength of the boat must be measured by its weakest plank. In many of the other cases we have this result, and that when an examination was made it was found that vessels had been allowed to go to sea without proper protection to life, in the shape of life-boats, and had the inspection gone far enough this fact would have been disclosed. In regard to the *Waubuno*, witnesses had declared that some of its planks were rotten. On the 24th November last, the steamer *Jane Millar* was lost while proceeding from Beaverton, on the Georgian Bay, towards Manitoulin. In that instance it appeared that the disaster occurred owing to the vessel being overloaded on the top deck, having a large amount of water in the hull, and no ballast in the bottom to steady the boat. If inspectors were instructed to see that vessels were properly loaded, a large saving of life and property would annually be secured. After obtaining the returns for which I ask in this motion—and I desire to obtain them at an early day—I propose to again bring the subject before the attention of the Government, and offer, if possible, some suggestions as to what remedies ought to be devised for the purpose of preventing these annual losses. When the Government's attention has been called two or three years successively to these disasters, it is high time some steps were taken to amend the Steamboat Act, so that inspectors should be appointed, not only to inspect the boilers of vessels, but their hulls likewise; that inspectors' visits should