

SUPPLEMENTARY LETTER from Mr. R. D. Stupart, Secretary to the Canada Lake Underwriters' Association, to Alexander Mackenzie Esq. M. P.

A. MACKENZIE Esq., M. P.

&c, &c, &c.,

SIR,—At the commencement of the session I forwarded to Ottawa, for presentation, the enclosed petition, signed by about 760 Ontario shipowners, captains, &c, and the bills before the House all neglect the points petitioned for.

That "respecting inspection of steamboats" seems generally faulty, inasmuch as it presumes engineers, (*i. e.* machinists) to be fit persons to inspect vessels' hulls, and to determine how boats shall be lowered.

"Inquiries into shipwrecks." If Toronto is not on the "coast of Canada" or the "Split Rock" "adjacent thereto," (Page 1. lines 4 & 5) accidents on the St. Lawrence cannot be inquired into; but most assuredly there is no navigation in the world that requires more especial supervision than that between Brockville and Montreal.

It is the interest of Ontario to improve her sailing masters. Nova Scotia has coal, Marmora Iron, and Ontario generally food and men. If her merchant seamen will not quality for the ocean others will do the ocean work, and her vessels will continue to be idle for six months of the year.

Should you see no objection to doing so (that is if it is not considered presumption) will you give the enclosed to the chairman of the committee on Inland Navigation.

Your obedient Servant

R. D. STUPORT.

Secretary to the Canada Lake Underwriters' Association.

MEMORIAL.

To His Excellency the Right Honorable SIR JOHN YOUNG, Baronet, G. C. B., &c &c. Governor General of the Dominion of Canada, in Council.

The Memorial of the undersigned shipowners, shipmasters, merchants and others, RESPECTFULLY SHEWETH;

That great loss and damage to shipping and property, peril and loss of life, and inconvenience to trade, is caused by the absence of due provision in the laws of this Dominion for the regulation of matters connected with merchant shipping and especially for.

An investigation into the circumstances attending loss of or serious danger to vessels.

The signing of articles by seamen so as to secure efficient control over them, prevent their abandonment of vessels in case of disaster, and guard against their raising unjust claims whilst in foreign ports.

The compulsory detention of foreign vessels in Canadian ports until security be given for damage done by them, or other claims against them.

An examination into the qualification of masters and mates of less than two years' standing; the granting certificates of capability, and the withdrawal or suspension of such certificates in cases of incompetency or misconduct.

Wherefore, your memorialists would respectfully urge upon Your Excellency the necessity of extending to this Dominion, and to the navigation of its inland water, all such provisions of the Merchants' Shipping Acts of 1854, 1855 and 1862 as may appear practicable and desirable, as well to meet the foregoing requirements as generally to benefit the important interests of trade and shipping.

And your memorialists would further pray Your Excellency to take into consideration the establishment of some simple and equitable system whereby provision may be made for sick and disabled seamen, and for the support of their widows and orphans.

And your memorialists, as in duty bound, will ever pray, &c.

Extract from Minutes of Canadian Lake Underwriters' Association, July 5th, 1866.

"To be eligible for a master, a man must have navigated the lakes or seas for five years, two of which he must have been mate on the lakes. Of those two years he shall have been first mate for one.

The losses from ignorance of masters had been so great that underwriters would not insure unless the captain of a vessel was qualified as above. Requiring much more than this for lake captains would be useless. Permitting any one that can pay \$1500 or \$2,000 for