

of ships or boats, and his acquaintance with the coast or channel for which he undertakes to guide the vessel, and unless he possesses a license neither master, owner nor underwriter will employ him. First, second and third-class marine engineers have to show proof of long periods of apprenticeship and of ability to follow their calling before they can receive certificates or be employed in that capacity; so with masters and mates of vessels. Surely no one will contend that those laws have been enacted for the special benefit of captains and mates of vessels, or marine engineers or pilots; or that the safety of hulls and boilers have to be assured, or that a Plimsoll line painted on the ship is for the benefit of the owner of the craft, but rather, in any case, for the safeguarding of public life and property. There may be engineers or mariners well qualified to undertake the charge of boilers and navigation of ships, but without certificates from the proper authorities they cannot be employed in that capacity under certain penalties. Yet no one raises a hue and cry that this class of persons have a monopoly which should be broken down. There does not appear to be any system which will exclude ignorant and incompetent persons which will not exclude many who are tolerably competent and qualified in those respective occupations. Even the qualification and training required of public school teachers may, and no doubt does, exclude occasionally persons from being employed by trustees who may have had large experience and much theoretical knowledge of the profession of teaching. Yet by no other means than by a uniform test of competency could the authorities be assured that public money might fairly be distributed among the schools, and a school tax imposed upon the ratepayers for their support.

If it is necessary that the persons entrusted with the command of ships and the management of marine engines should be trained and skilled in their respective callings, and pass rigid examinations before being certified as competent to discharge their duties, who will say that the person who undertakes to practise medicine or surgery should be allowed to do so without giving proof of possessing skill and experience and training adequate to assuming such a responsibility. No one will contend that such knowledge is intuitive even to the greatest intellect, but must be, and can only be, acquired by a prolonged application of all the powers of mind to mastering the problems and sciences, and investigating the laws peculiar to the animal system and the agencies which cause a departure from its normal condition. The skill and knowledge of the pilot who steers the ship freighted with valuable lives or costly merchandise through an intricate and dangerous channel has not been gathered in a day. The courage, the dexterity, the marvellous skill which guides the surgeon's knife has not been gained in a single afternoon. But how are the public to judge of the ability of either unless by the credentials of a competent and impartial examiner or examining body?

The system which obtained in this Province previous to the passing of the Medical Act in 1874 did not secure a uniform standard of qualification in the practitioners who were admitted to practice by license from the Governor-General, as all graduates in medicine from any college or university in Her Majesty's dominions, as well as members of the Royal College of Physicians and Surgeons, London; those holding the commission of surgeon in the army or navy; and also those who passed an examination before the Medical Board, were all equally qualified for license; and while the majority might be, and probably were, men well qualified, it is natural to suppose that not a few were slightly deficient.

By the present system of requiring all to pass through the same ordeal, the qualified and competent have nothing to fear from an examination of