

charge of a boat of 150 tons measurement; this grade of certificate qualifies them to do it. Under the old law they measured vessels in order that the tonnage should contribute towards paying a proportion of the expense. A man who was qualified to take charge of a boat of 150 tons, under the old law, may not be qualified when she is measured under this system. This is not the thing to be permitted in the interest of this country. Steamboat owners have not had time enough to consider this Bill. I would ask the hon. Minister of Marine to let this Bill stand over until next year when, if I have a seat in the House, in so far as I can, I will assist him to perfect it, in a way to make it satisfactory to the people, by giving protection to life as far as possible and keeping our steamers safer, that we may not lose as many as at present.

Mr. GAULT. I hope this Bill will be allowed to stand over until next Session. I believe there is no necessity for it at present. It would give a great deal of trouble to steamboat owners, without much good result. A company that supplied additional boats, to give increased accommodation to passengers, would suffer seriously from such a Bill.

Mr. COCKBURN (Muskoka). I endorse the views expressed by the hon. member for Monck (Mr. McCallum), because I have no doubt that this Bill is second only in importance to the General Railway Act, and that the time has long since arrived when the various Acts should be consolidated. A very unsatisfactory part of this law consists in leaving so much to be done by Orders in Council. Resolutions of certain inspectors or other parties are sent to the Governor in Council; he initials them and they become law; and steamboat owners may be running their vessels in violation of those Orders, because not known. Many portions of the law are a dead letter. Therefore, I think it is too late in the Session for legislation of this sort. I think it is the duty of the hon. the Minister of Marine to prepare a Bill embracing a complete system of inspection laws between this and next Session, and introduce it early enough next Session to have it fairly considered. There are at present charges of favoritism made against inspectors under the present system. The Act requires to be consolidated, with a different system of examining engineers established. There might profitably be examinations on the system of the Provincial Education Departments. There are six different grades of engineers, first, second and third, with assistants for each. I think there are many anomalies in the present system, and that the Orders in Council system should be abolished. We should have a full and comprehensive measure, and every case provided for by statutory enactment. Examination papers, with written questions, should be prepared for candidates for promotion, or for license, to answer. The questions should be intelligent, practical questions for engineers or assistant engineers, and the results should be governed entirely by marks of merit. I can assure the hon. Minister that steamboat proprietors do not desire to make steamers less safe, but do desire a system intelligible and reasonable, with present anomalies and inconsistencies removed, which cannot well be done by this Bill during the present Session.

Mr. KIRKPATRICK. I differ from hon. gentlemen who have just spoken, as I think that this Bill, or some of its provisions, ought to be passed this Session. From the present defects and anomalies of the law, great hardships may befall steamboat owners if this Bill be not passed. Whatever irregularities existed in past years were found out. Some officers of the Customs, at all events, took steps last summer, to prevent steamboats running because they had not those certificates, and succeeded. I know some steamers were stopped running for ten days till permission was obtained from the department, which was given, though there was no authority for it. That permission was given in direct violation of the law, till

some means could be obtained of complying with those onerous hard regulations. In 1878, when the Steamboat Inspection Act was passed, we had a system of measurement of vessels in the inland waters. It was provided that boats of fifty tons, and under, should carry one life-boat; and boats of 100 tons, and under, two, and so on, up to 200 or 300 tons; but in 1879 a new Act was passed, introducing a new system of measurement; all the upper decks are measured and all the space above the tonnage deck is included, thus increasing the registered tonnage of those vessels to three, four or eight times the previous amount.

In answer to Mr. McCALLUM,

Mr. KIRKPATRICK. I am speaking of steamers that ply on the St. Lawrence and Bay of Quinté, and boats that are not capable from their dimensions of carrying the requisite yawl boats prescribed by this Act. Take some of the ferry steamboats that ply across the St. Lawrence at Brockville, or between Kingston and Gananoque, and which are unable to carry yawl boats, seventeen feet long, the same as are carried by the mail steamers, the provision is unreasonable, and ought to be required. And yet there is no section in the Act which gives a discretionary power to any officer of the Marine and Fisheries Department, or any steamboat inspector, to say, a boat of smaller dimensions, that may be handled easily, and carried on the deck of one of those small steamers, will suffice. That is a provision that should be changed, in order to give power to the inspector, or Minister of Marine in the report of the inspector, to authorize the carrying of boats of different dimensions where a proper case is made out. I have already laid certain communications before the hon. Minister, and I have now in my hand a letter from Mr. Gildersleeve, urging, strongly, that some discretionary power should be given to meet extreme cases. He has a small boat in Montreal, which under the Act in force in 1868 would require to carry only one boat, while by the present law she will have to carry three or four, and a metallic lifeboat in addition—a number altogether out of proportion to the size of the boat. The remainder of the Bill does not, so far as I can see, vary one iota from the present law, except that it applies the Act to steel-plated boilers as well as to iron boilers. It leaves yachts out of the provisions of the law, because as these are personal property, and as men may go into them or not, just as they please, there is more necessity for inspecting a man's carriage or sleigh which travels the street. There is another provision of the law to which attention has been directed in the letters I have received. It provides that every steamship plying on inland waters shall carry not only a steam whistle which may be used in time of fogs, but a fog-horn driven by some mechanical contrivance. This provision is intended for vessels at sea, which have only steam as their motive power, so that while under sail and not under steam, the fog-horns may be used. This clause of the Act should be altered, otherwise the inspector cannot give certificates to these boats, and they will be precluded from running all summer, because the Customs officers cannot give them clearances without the certificate, and a great deal of hardship would be worked. I hope the Bill will receive its second reading, and that it will go to Committee where, if necessary, amendments may be made.

Mr. COCKBURN. I agree that legislation is required, but I object to the Bill being introduced so late in the Session.

Mr. SNOWBALL. This is a matter which requires more attention than we can possibly give it at so late a period of the Session. There is one point to which I desire specially to direct the attention of the hon. Minister of Marine, and that is, the provision requires engineers to undergo so many years' experience on the water before they can receive a certificate. Engineers on land are not required to undergo such