

Mr. HESSON. Where did these explosions take place?

Mr. COOK. I am reading you the letter as it was sent to me.

Mr. TUPPER. Whereabouts were the explosions?

Mr. HESSON. Is that in Canada or in France?

Mr. COOK. I am reading the statistics as they were given to me.

Mr. TUPPER. Tell us where they took place?

Mr. COOK. He did not tell me that.

Mr. HESSON. In the whole world?

Mr. COOK. I do not suppose it was in the whole world. Perhaps some of the hon. gentleman's constituents could tell him, there is an association there. I have a letter from the association in the town of Stratford in which they speak of—

Mr. HESSON. Are these statistics from Canada or from the United States?

Mr. COOK—

"They also find that since 1883 the organisation of stationary engineers numbers now, in round numbers, 5,000 men. They never had an explosion of any boiler under their care."

The statement is made that explosions are consequent upon employing incompetent men. The members of the association, which numbers 5,000 men, have never had an explosion of a boiler of any kind. It is not necessary to mention the names of the writers of all the letters I have received. I have received a letter from Stratford, from W. Bates, secretary of the association; also from the Hamilton Association of Stationary Engineers, from a similar association in Montreal, from a similar association of Toronto, from the Canadian Marine Engineers of Toronto, from the President of the Canadian Marine Engineers Association of Toronto, in which he speaks of several narrow escapes from accident that occurred lately in that city. He speaks of a narrow escape at the Cyclorama, because the party in charge was not capable of knowing the pressure on the boiler. The indicator only showed 15 lbs. whereas he had from 75 to 80 lbs. There was a narrow escape of an explosion also at an establishment where the public frequent, and another at one of the hotels. I hope the Minister of Justice will not endeavor to relegate this Bill to his slaughtering committee. He has already to-day sent a Bill to that Committee from which he certainly knows it will not emerge again this Session. I shall protest against a similar course being taken in the case of this Bill, and if the hon. gentleman insists on sending it to a Committee he must take the responsibility of doing so.

Mr. TUPPER. I think that on reflection it will be seen that the hon. gentleman's measure is rather crude and ill-considered. He virtually admits that in stating that he proposes, should the Bill be sent to a Committee, to eliminate engines above 25 horse power, cases of marine engines, and cases of private houses. I call the hon. gentleman's attention to a very important fact in connection with his proposed legislation and that is, that, in order to get it before this House properly, it has been necessary for the hon. gentleman to connect it with the criminal law, and he deals in that way only with one part, and that not the most important part, of a very important question, and that is with respect to the certificates of the engineers, while he leaves the engines alone, whereas the statistics show that the explosions are almost exclusively due to the character of the engines and boilers themselves. With that part of the subject the hon. gentleman's Bill is silent, and with that part of the subject the local legislation alone can deal, and no doubt the hon. gentleman was aware of that fact. I will now point out another difficulty in connection with this legislation being made desirable and effective by

Mr. Cook.

this method of dealing with only a part of the subject, and it is this: The hon. gentleman has failed to provide proper machinery for carrying the Bill into operation. While we have provided, in case of marine engines and steamboats, a regularly paid staff of officers, the hon. gentleman proposes that the work shall be done by men who may be willing to come and receive fees. The hon. gentleman, in his Bill, has merely suggested the possibility, while making it an offence for a man to attend to this duty without possessing a certificate, of obtaining the services of examiners by the payment of fees; but he has taken no means to secure a proper examining staff of inspectors, because there is a provision of the Bill setting forth that these officers shall be paid by such fees as they may obtain from such men as may present themselves for examination. I appeal to the hon. gentleman himself as to whether it is not highly dangerous, and even opposed to the intention he has in view, to endeavor to force upon the House or to ask the House to sanction legislation of that ill-considered nature and incomplete character by dealing with only one part of, and by no means the most important part of his subject. The engines may be of the poorest character imaginable and badly constructed, improperly manufactured, and yet the hon. gentleman's Bill does not provide for accidents that are likely to arise from this cause, but it simply provides that no man shall be in charge of such poorly constructed engine unless he has passed an examination before one of the inspectors whom he hopes to obtain. I do not intend to raise the other point, which might be raised, as to whether the Bill is in order in regard to the charge it contemplates. It might be said that the charges are to be fees and for certain work done; but the danger to the public is that while the Bill might be effectual in suddenly stopping steam engines in the country and motive power for a large number of factories and industries, it falls short of obtaining a competent staff to see that the provisions of the Bill are properly carried out. I submit that it would be more logical and more consistent with the interests of the country at large and also with those of the engineers and the public, that means should be first devised for the establishment of a competent staff for the examination of candidates before we attempt to make it criminal for engineers and laborers to enter upon their work without certificates, as a certificate cannot now be obtained from anyone since there is no officer to grant it. I might conclude by reading a quotation from the report of the chief mechanical engineer, J. R. Arnoldi. In the first portion of his report he deals with the clauses which the hon. gentleman has suggested would be eliminated from this Bill in Committee. He says:

"In regard to establishments where engines are in use, it is but natural to assume that the interested proprietors will employ competent men to manage them, and it is found, in general experience, that the greater portion of men in charge of ordinary engines and boilers, who give careful and constant attention to their work and most satisfaction to their employers, are men who rise from being ordinary workmen, and even laborers in their own employ, and few, if any, of these men could pass the examinations called for by this Act.

"As mechanical officer in charge of the machinery, boilers, &c., of the Parliament and departmental buildings, Ottawa, and other Government buildings elsewhere in the Dominion, with a constant experience of 16 years, I fail to see any necessity for this Bill, and I do not consider it practicable."

I might supplement that statement made by this gentleman of considerable experience, and say that I do not know at this moment of any similar legislation to this in any country. The House is aware that this Parliament has legislated already in regard to marine engines, and if the hon. gentleman (Mr. Cook) will study that legislation he will see that Parliament was careful to deal with a more important subject before dealing with this portion of it and that is to provide for the proper inspection of the engines themselves.

Mr. COOK. The boilers, not the engines.