

Mr. COOK. Is this to be a school of education for engineers?

Mr. McLELAN. I would suggest that the details might be better discussed when the Bill is brought down.

Mr. COOK. There are often men capable of passing the board of steamboat inspection who have not served the four years required to make them competent to serve as licensed engineers on steamboats carrying passengers.

Mr. McLELAN. Those men will come in under the fourth class.

Mr. BAKER (Victoria). I would take this opportunity of impressing upon the hon. the Minister of Marine, while he has under consideration the Steamboat Inspection Act, that provision should be made for the old engineers, those who have been a long time in the service, successfully running steamboats not only on the inland waters of Canada but up and down the coast of the various Provinces. Although they may make what may be termed, to a certain extent, sea voyages, they are nevertheless coasting voyages. I have reference to many in the Province of British Columbia, where they have been for a number of years successfully running steamboats up and down the coast, many of them simply employed as tugs, and now they are called upon to pass a very strict examination before they can be considered qualified to any longer run upon those steamers that they have already been running upon for a number of years. This has been pointed out to me by a number of engineers as a very great hardship, and I think it is, and I should like that, if possible some step should be taken so that those who had actually shown, by practical experience and conduct in the past, that they are capable of taking charge of the engines they now have charge of, should still be considered capable, irrespective of an examination before the board at Toronto or by their appointed deputies. I know that, in the case of masters and mates, those men who have the whole charge and conduct of the vessel, when once they have obtained a certificate of service, apart from a certificate of competency, they are considered eligible for all time to take command of any vessel they may be in command of. The engineer, although he has not, beyond the engine room staff, the lives of any persons under his control, is subjected to an annual examination, and I think this is very hard, in addition to the fact that they are compelled to pass an examination after showing the public and their employers, and proving to the satisfaction of everybody, that they are capable of doing these duties for which they receive their pay. I think the hon. member for North Ontario (Mr. Cockburn) is in error about the engineers of tugs not being compelled to have licenses. If that be the fact, it will be new to me.

Mr. COCKBURN. It is the fact.

Mr. BAKER. That tugs are not compelled to carry licensed engineers? I should like the Minister to tell me if that is the fact.

Mr. McLELAN. I will take the hon. gentleman's suggestion as to the old engineers into consideration, and will give him the information as to the tugs in committee.

Motion agreed to; and House resolved itself into committee.

(In the committee.)

Mr. WELDON. What will be the qualifications of the fourth class engineers?

Mr. McLELAN. What I propose is that a fourth class engineer shall be twenty-one years of age, shall have served

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an apprenticeship of not less than thirty-six months in a marine steam-engine shop, and been employed on the making and repairing of such engines, or shall have been employed for not less than thirty-six months as a journeyman mechanic in some workshop on the making and repairing of such engines, or shall have served at least thirty-six months in the engine room of a steamboat as engineer on the watch, or shall have served not less than forty-eight months in the fire-hole of a steamboat of not less than thirty nominal horse power as fireman on the watch, and in any of these cases may have served twelve months of the time prescribed in a boiler shop on the making and repairing of marine boilers; that he shall be able to read, and write a legible hand; that he shall understand the construction and operation of the feed water pump, water gauges and safety valves; that he shall know when a boiler is foaming, and how to stop the foaming, and also the danger from neglect to keep a boiler clean, and the usual methods of cleaning it.

Mr. WELDON. That is pretty nearly the same as is required for a third-class engineer now.

Mr. McLELAN. There is a difference as to the length of time in service.

Mr. WELDON. Would the third-class engineer be authorised to take charge of different boats or of any particular boats?

Mr. McLELAN. It is all laid down in the old Inspection Act, and, when the Bill is under consideration, I may give the whole of the particulars, and then it will be seen wherein this differs from the old Act.

Mr. WELDON. The present Act provides as to what boats the different classes of engineers can take charge of. Is it proposed that the fourth-class engineers shall have charge of the engine in any of these boats?

Mr. McLELAN. No, they are to act as assistants to second-class engineers.

Mr. BAKER. I would like to put that question again to the Minister of Marine: Is the hon. member for North Ontario correct in saying that tugs are not compelled to carry licensed engineers?

Mr. McLELAN. It would depend on whether the vessel is carrying passengers or not. I will give the hon. gentleman the particulars of the case when the Bill is under consideration.

Committee rose and reported; and resolution concurred in.

Mr. McLELAN moved for leave to introduce Bill (No. 133) further to amend the Steamboat Inspection Act of 1882.

Motion agreed to, and Bill read the first time.

DISTRIBUTION OF ASSETS OF INSOLVENT DEBTORS.

Sir JOHN A. MACDONALD moved that the Order of the Day for the House to go into Committee on Bill (No. 4) to provide for the distribution of assets of insolvent debtors, be transferred to Government Orders.

Mr. BLAKE. I do not remember at the moment that any Insolvency Bills were read the second time. I think they were referred to a Special Committee.

Sir JOHN A. MACDONALD. But there was a report.

Mr. BLAKE. But that does not mean a second reading.

Sir JOHN A. MACDONALD. It is on the paper.