

place where such stock sold by such person, corporation or association was grown, or as to its hardness for climate: Provided, that the bond aforesaid shall, when the principal is a resident of this State, be given by such principal and not by the agent."

Mr. LAURIER. Is that constitutional?

Sir JOHN A. MACDONALD. I am reading an Act of the State. It is for the Supreme Court of the United States to decide that question. The Act is in force.

Mr. MILLS (Bothwell). The Supreme Court, in the case of Brown against the State of Maryland, decided that question many years ago. Chief Justice Marshall declared that the State has no right to do anything of that sort.

Sir JOHN A. MACDONALD. This Act was passed long after Chief Justice Marshall was dead.

Motion agreed to, and Bill referred to Select Committee.

WRECKING IN CANADIAN WATERS.

Mr. PATTERSON (Essex) moved that the order for second reading of Bill (No. 7) to admit vessels registered in the United States of America to wrecking, towing and coasting privileges in Canadian waters, be discharged and the Bill withdrawn.

Motion agreed to, and Bill withdrawn.

LICENSING OF STATIONARY ENGINEERS.

Mr. COOK moved second reading of Bill (No. 8) to provide for the examination and licensing of all persons employed as stationary engineers, and all persons having charge of steam boilers and other devices under pressure. He said: The Canadian Association of Stationary Engineers is an important organisation. It numbers between 5,000 and 6,000 people in this country. This Bill has the support of all the labor organisations in the country. Petitions in its favor have been presented to the House from the District Assembly, Knights of Labor, Toronto; from Ernest Wyke and others, Stratford, Ontario; Edward Carney and others, Toronto; W. Roth and others, Toronto; Toronto Typographical Union; Trades and Labor Council, Toronto; Local Assembly, No. 2056, Knights of Labor, St. Catharines; Local Assembly, No. 2513, Knights of Labor, Port Dufferin, Ontario; Hand-in-Hand Assembly, No. 5743, Knights of Labor, Toronto; Cigarmakers Union, No. 58, Montreal; River Front Local Assembly, No. 7628, Knights of Labor, Montreal; Local Assembly, No. 3449, St. Thomas, Ont.; Local Assembly, No. 2305, Knights of Labor, Toronto, Ont.; District Assembly, No. 236, Knights of Labor, Uxbridge, Ont.; Cigarmakers' Union, No. 140, St. Catharines, Ont.; Trades and Labor Council, city of London, Ont.; Odilon Parizeau *et al.*, Montreal, Que.; Canadian Marine Engineers Association, Montreal; Canadian Association of Stationary Engineers, Stratford; and a petition of 1,650 inhabitants of the city of Toronto sent to the Secretary of State. This petition was intended for the House, but it was wrongly drawn by the promoters and it had to be sent to the Secretary of State. It embraces a large number of the manufacturers of the city of Toronto, such firms as that of Christie, Brown & Co., and others. I have also letters from all the different organisations urging the passage of this Act. However, as I find a number of gentlemen in this House who object to its provisions with reference to pressure, I propose that the Bill shall be confined to engines of 25 horse power. I propose also to exempt the marine engineers. The marine engineers of the Dominion of Canada have already to undergo a strict examination, and it will not be necessary to have them pass an examination under this Bill provided they have certificates from the steamboat engineers of the Dominion. I also propose to exempt private houses; but the 25 horse power, without any reference to private houses, will exempt private houses. Now, I will read a report made

by this Canadian Association of Stationary Engineers last year:

"A body of intelligent and respectable citizens. Having no objects that can be criticised, no plans not warranted by sound common sense, and a regard for the rights of others; wishing that justice may be meted out to all, believing that the importance of the profession of steam engineering has never been placed in its proper light before the public. Knowing as we do the important part the stationary engineer takes in the manufacturing interests of this growing and prosperous country. We feel constrained to call the attention of the steam user and the general public to the requirements of the age, and the adoption of such measures as will secure the best service for the steam user, and the greatest immunity from loss of property, limb and life, thereby helping the employer, the employee, and securing a benefit for the general public.

"The use of steam involves great danger, where it is used, or under the control of those who do not understand its power, who do not know the simple adjuncts that only can insure safety, or who have not the necessary skill, sobriety or integrity. The reputable engineers of this country, who have honestly adopted the profession as their business and occupation, feel called upon to speak, when they see the great number and increase of criminally fatal boiler explosions, the total disregard for economy, and the great loss of time and money in managing the light repairs about any steam plant. The rapid growth of manufacturing interests have attracted all kinds of incompetent and careless men into the ranks of the stationary engineers who cast an odium on the business and materially assist to spread death and destruction in connection with the use of steam. We know that boiler explosions are not accidents and can be prevented, and we believe that in these enlightened times a man should understand his business before taking charge of any device under steam pressure, and that he should be held responsible for his actions. Our responsibilities are as great as those of steamboat engineers, who have to pass a board of examiners and procure a license before taking charge of engines and boilers, this was done for the protection of the public and the steamboat owner, in the case of steamboats, the law goes even further, the boilers as well as engines are subject to Government inspection. During 1887 we have records of 215 boiler explosions by which 375 persons were killed outright, and injuring some fatally and many very seriously 455 persons. The Hartford Inspection and Insurance Company report that up to the year 1885 they had made in all 560 797 inspections and had discovered 303,718 defects, 6,316 of which were considered dangerous, this gives us the alarming result that 1 per cent. of the boilers were working under dangerous conditions, that more explosions do not occur is because the necessary conditions were not all present at one time.

"Thus we see that explosions can be prevented, 1st by placing only examined and certificated persons in charge of boilers, and by passing a law to the effect that all boilers shall be examined by Government inspectors, if this were done there is no doubt that a much greater safety and economy would result. The making of laws for these purposes are not new, in nearly every city of any importance on this continent, ordinances to this effect have been passed, viz: The cities of New York, Brooklyn, Philadelphia, Cincinnati, Cleveland, Detroit, Chicago, St. Louis and Montreal. The District of Columbia and the State of Indiana have passed such a law, and in the States of New York, Ohio, Illinois and Tennessee such laws are now pending. In France the law is very stringent, the boilers are inspected during construction, and are under Government control all the time, and explosions are things of the past. In the German States also very strong Government measures are the law, and the destruction of property, limb and life is reduced to nil. As to steam boilers we know that science and experience show how absolute safety can be had, hence we are justified in asking the strong arm of the law to step in between mistaken economy, ignorance and the lives and safety of the citizens.

"We believe that we are requesting nothing unreasonable, nothing unjustifiable, nothing to which the steam user or the public at large will object, but that we are asking only what is absolutely necessary for the better protection of property, limb and life. We know that common sense, right and justice are at our side, while seeking to place such a law on our Statute-books, and we feel assured that the Bill now before the House will receive that measure of thought and earnest consideration usually bestowed on matters of such importance."

"We have the honor to be,

"Gentlemen,

"Yours faithfully,

"THE CANADIAN ASS'N. STATIONARY ENGINEERS."

I have also a communication from a gentleman furnishing me with statistics, a gentleman who is very anxious for the passage of this Bill. He says that in 1886 there were 160 explosions of boilers, 308 people killed, 413 injured, of whom it is estimated that one-half died. In 1887 there were 215 boiler explosions, 376 people killed outright, 455 injured. In 1888 there were 136 boiler explosions, 234 people killed outright, and 297 injured; or a total in the three years of 511 boiler explosions, 968 people killed outright and 1,165 injured.

Mr. SPROULE. Is that in Canada?

Mr. COOK. I also find that since 1882 —