

both hull and boilers. This work should not be imposed on a steamboat owner at an unreasonable time. Steamboats are usually too heavy and not easily handled; lighter boats would be more useful and easier handled; a sufficiency of life rafts should be carried. There should be no difficulty in having a register of all passengers on steamers; the ticket agent could give his number sold and name of passengers. The purser could also ascertain all names of those coming on board, and leave the list with Customs officers, and any discrepancy might be reported at the next port of call. This applies to lake boats. Ferries would be an exception.

"The *Simcoe*, of the Georgian Bay Navigation Company's line rebuilt from the remains of an old burned barque, was not suitable for lake navigation, her loss occurred from not being seaworthy. A great deal has been said of the dangerous navigation of the Georgian Bay. I never saw it any worse or as bad as Lake Ontario. Our ordinary lake boats, in good repair and condition, are quite safe for the navigation managed by competent officers. A new survey should be made of the Georgian Bay. From the short time occupied by Capt. Bayfield in making his survey, and the inadequate means at his command, it is not to be wondered at that there are many omissions. In the interest of navigation, for the above reasons, the north shore of Lake Superior should also receive the attention of the Government. I would recommend close, careful inspection of all steamers at least once a year, and in the event of accident, a second examination. Masters and engineers should promptly report to the proper quarter any accident to hull or machinery."

Now, Sir, these opinions are very valuable, coming as they do from men of great experience, and I have no doubt that the Department of Marine and Fisheries will avail themselves of the information given. The fact of so many vessels having been lost from the carrying of wheat, shows the necessity of adopting some means of inspection on the Great Lakes, such as they have on the ocean, which obliges skippers to have the wheat put in sacks, or to have shifting boards in the vessel. I have myself been on board vessels where the wheat shifted from one side to the other to such an extent as almost to make them unmanageable. It is dangerous to carry wheat in the fall of the year, when it is put in bulk on the boat and with nothing to prevent its shifting and rolling. I know it is very difficult in a country like ours, where we have only six months of navigation, to get experienced sailors who for six months of the year must be out of employment. That must be admitted on all hands, but still somewhat more care might be exercised than at present in the choice of crews. I have been myself on these lakes in a storm, when the greater part of the crew, instead of being on hand to help the captain, ran down to the hold to say their prayers. Where you have men of that kind who are not accustomed to navigation, accidents must occur. I have heard a captain say that on one occasion when he intended to anchor in a storm there was not a man on board who was able to help him to put out the anchor, the pilot and engineers, of course, being occupied at their respective posts. While I am on this subject, I may say that it is necessary that a better hydrographic survey should be made of the Georgian Bay and the north coast of Lake Superior. There are shoals and sunken rocks on these lakes. Experienced captains know where they are, but many of these shoals and rocks are not laid down in the charts, or are but imperfectly laid down. I have seen maps on which the shoals were marked down by the captain, and these maps were sent to the Admiralty as reliable, without any hydrographic survey having been made at all. Now, that is worse than if they had not been marked at all. It would not cost a great deal, the shoals being now well known, to have a survey made that would indicate their exact position. This is a very serious matter indeed. I have just read a list to the House of a large number of vessels foundered and a large number burnt. People in my constituency have no way of reaching their homes except over the waters of Georgian Bay, and every time they go out they have to encounter these dangers. Of the vessels of the Georgian Bay line which navigated these lakes three years ago, not a single one, except one propeller, the *Northern Belle*, is now in existence. Not only does the country suffer in the loss of life, but there is a great loss of property as well. The people lost on those vessels were not those who were

seeking homes, but comprised men who had established themselves in the country, and although we do not know how many are lost, let anyone pass through Eastern Algoma and he will find almost every other house in mourning and desolation for the loss of members of the family by shipwreck. Among the passengers lost by the burning of the *Manitoulin* were many of great value to a new country. Among these Mr. Robert Henry, who possessed considerable wealth, and around whom a settlement of a thousand souls had grown up on the Island of Manitoulin, was lost on the burning of the *Manitoulin*; and a brother, Mr. William Henry, of Toronto, who was also possessed of considerable wealth, and went up in the fall to look after his dead brother's affairs, was lost on the *Asia*. Here are two members of one family lost in different vessels, and these are no solitary instances. There are many families, as I have said, on the Island of Manitoulin and Eastern Algoma who have lost members of their families in vessels foundered or burned on those waters. Something should be done in order to procure a proper inspection of boats, both as regards hulls and boilers, so that property should not be sacrificed to the cupidity of vessel owners who might send rotten tubs and old craft to run on the Georgian Bay. There should be some system of registering vessels. It could be very easily done by the Custom House officers at the different ports, whose duty it should be to see that vessels are properly loaded, and they are quite capable of judging as to whether they were overloaded or not. This is not the first time the subject has been before the public. The newspapers have called attention to it frequently, and I will read a short extract, which is very much to the point, from a letter signed "Old Salt," published in the *Toronto Globe*, of November, 1881. The writer says:

"To show the importance of a better method for grain cargoes, I quote from the *Globe* of September 16th, 1881, the following from the statement made by one of the survivors of the *Columbia*, which left Chicago with 20,000 bushels of corn:—'A very heavy sea struck us, causing the shifting of the cargo, and making the vessel careen so much that she became unmanageable. Every possible effort was made to get her upright again, but without avail, the sea running so high that she would not answer her helm.' The *Columbia* went down in three-quarters of an hour; and five families were orphaned, while ten or twelve unmarried men lost their lives. A boat from the *Columbia* got through several miles to land, so that the sea, though very high, could not have been so high that the *Columbia* would not have lived. She would have lived had the cargo not shifted. Who is responsible for the loss of these men's lives? Can we escape responsibility in the matter, if vessels are allowed to go out without proper precaution and equipment?"

Again, the *Mail*, a journal supporting the Government, in an editorial article dated November 27th, 1879, said:

"Just how the ill-fated passengers and crew of the *Waubuno* met their death, whether they went down with the old tub or took to the boats only to be swallowed up, will probably never be known; nor can any chronicler tell what happened during the agony of the crisis. The master of the *Waubuno* is said to have been a man of courage, and no doubt he did his duty; but it is a fact that he was anything but an experienced navigator. Captain Burkitt was a storekeeper five years ago, and rose to the post of master with a rapidity paralleled only in Canadian lake navigation, where the purser of to-day is to-morrow the captain, with the responsibility of human life on his hands. The system, or perhaps it would be better to say the want of system, that permits this sort of promotion is a blot on our humane legislation. Ship owners seem to think that any man may command a vessel, and passenger steamers were plying their trade on the lakes during the season which has just closed under the command of wholly incompetent officers. No qualification is required by law. The owner may appoint whom he pleases, and there is nobody to object but the underwriter, who is more concerned about the hull and cargo than for the human freight. It is true that running a steamboat on the inland waters is not a difficult business in fine weather and within sight of the shore, but when a sudden storm arises or a collision threatens, it is a task demanding not only nerve and coolness, but trained seamanship, and of that three-fifths of the passenger steamer and propeller masters know little or nothing. The Dominion Government, with whom it rests, should take up this subject forthwith and adopt a modification of the English Shipping Act of 1854. A Board of Marine Examiners should be appointed to examine and grant certificates to masters and mates, and violations of the Act should be punished with the utmost severity. We are aware that a measure of this kind has been introduced before, and that the ship owners strangled it, their main contention being that it would involve a heavy outlay, as trained seamen would expect higher wages than