

captain to run these boats. But, you cannot do it.

Mr. J. D. REID. Why?

Mr. CONMEE. Take the best certificated officer you have on the Great lakes, put him on the lake of the Woods and he cannot run a boat of 20 tons because there are no charts of that lake. No man can run a boat on one of these small inland lakes except the man who has grown up in the district and knows the local waters.

Mr. J. D. REID. Why does he not get the certificate of a master or engineer?

Mr. CONMEE. He ought to do it but the law will not give it to him. The way to remedy this is not to impose more onerous conditions but to give the inspector jurisdiction. The inspectors are either competent or they are not competent. Why not allow the inspector to say what boat an officer is capable of sailing? If a boat is capable of carrying twenty passengers say so; if it is competent to carry more than 20 passengers why should it not be allowed to do it? If a contractor wants to remove his staff of 50 or 100 men from one point to another is he going to make ten trips with a tug when he might do it all at once? The boat is perfectly safe and large enough. What purpose is served by imposing such a condition as this? It must be apparent to the minister that the risk will be taken, that the boat will carry a larger number of passengers and take the chance of the penalties being imposed. I submit that there should be a change, that instead of it being limited to 4 nominal horse-power it should be 30 or 40 horse-power when a law is being made which is going to apply to the whole of Canada. We had my hon. friend from Strathcona (Mr. McIntyre) making the same statement with regard to certain waters in his constituency. He said that no man could sail a vessel on these rivers unless he had knowledge of the river or unless he had been engaged there for a year or so before he became the master of a boat. You can employ no one to run these boats except the men who have had practical local knowledge and experience of the particular water in which the boat is operating. Therefore, these hampering conditions which serve no good purpose and which do not protect the public should be removed from the Act instead of further onerous conditions being imposed.

Mr. BRODEUR. I must take exception to the last remark of my hon. friend from Rainy River (Mr. Conmee). We are not increasing the difficulty which he is mentioning; it is quite the reverse. The statute which is now in force provides that a temporary certificate may be issued to engineers of vessels of 4 nominal horse-power of the single cylinder type and 9 horse-power

Mr. CONMEE.

if of the compound type. We are increasing it to 14. Instead of increasing the difficulty which my hon. friend has mentioned we are moving in the direction which he suggests. In regard to the suggestion of my hon. friend that we should leave entirely to the discretion of the inspector the question as to whether certificates should be given or not, I do not quite agree with him. I think that in this case it should not be left entirely in the discretion of the inspector. Of course, if there are special circumstances we do not want to take any action that would prove a hardship to any person, but is it not dangerous that passenger vessels should be operated by persons who are not absolutely qualified? Why should not these men pass their examinations and take certificates? We are willing to grant them certificates in the cases of small vessels. But, to go farther than that, as my hon. friend suggests, and issue temporary certificates to officers of vessels of 40 horse-power is a very serious step and a step in the wrong direction. We must ensure the safety of the people. Passengers are going on these boats and we must see that these boats are in charge of persons who are properly qualified. In exceptional circumstances we issue temporary certificates and if there were cases which would prove a very serious hardship we would consider the circumstances. I remember a case which came to my knowledge a few years ago where, on Lake Temiskaming, the engineer of a boat left and they could not get anybody to take charge of the vessel. Of course, we would not take proceedings where it was impossible to get men. To provide that these vessels should be obliged to take officers who pass an examination would be a serious step.

Mr. CONMEE. The argument of the minister is against himself, because if this is an improvement and not a restriction then it shows how bad the former law was. I had the honour of accompanying a deputation, some of whom came 1,000 miles, to see the minister, and it was pointed out to him that if they were obliged to engage certificated officers, these men could only stand round and draw their pay while the local men who had knowledge of the waters operated the vessels. What good purpose can be accomplished by such legislation as this. I would ask him to let clause 17 stand until he considers it further.

Mr. BRODEUR. I will be very glad to consult Mr. Adams who has a great deal of experience in this matter.

Mr. CONMEE. I want to enter my protest here. Is there no regard to be paid to the thousands of people who have their money invested and who do business with these vessels. I do not think it is a sufficient answer to the representations made to say