

Mr. BRODEUR. They are not all in the marine hospitals of the government. Some are in the public hospitals. In the large places we have made arrangements with public hospitals to receive the seamen. In other places where there are no hospitals, we make arrangements with private houses to receive sick seamen at so much per day, so that the amount of supplies purchased is very small. Take the case of Douglastown where there is a hospital; the coal will be \$12.50, wood and sundry supplies, \$21.80. Then, there is telephone service, salaries of the attendants, medicines, &c. In Nova Scotia the hospital at Lunenburg costs \$1,196.07; Louisburg, \$1,191.48, and North Sydney, \$1,167.60. So, as my hon. friend sees, the amount which is spent at each of these places is very small. That would certainly not justify the department in advertising for supplies because the advertisement would cost more than the amount of money which is being spent for the supplies in these places.

Mr. JAMESON. I was speaking a few minutes ago about the surplus in connection with this trust fund. I find that between the years 1896 and 1909, according to the report of the minister himself, the receipts amounted to \$826,259 and the disbursements to \$619,355, so that the balance in hand would be \$206,904. This is a trust fund and, in so far as I am aware, without some special legislation in that behalf, it could not be applied to any other purpose than the purpose specified in the Act, which limits its use to the care and comfort of sick and distressed seamen. Here is a surplus then of \$206,000 in the operation of this service during the past thirteen years. With that surplus in hand I cannot see that the minister would be justified in refusing any reasonable extension of the service. I do not know where this money appears in the accounts. I do not see it in the trust funds, in the public accounts. I presume it has been carried over from year to year in the consolidated revenue fund because, as a matter of fact, it is not represented in any particular account as a trust fund. But, if it is a trust fund, as the minister states and as the Act states also, it must be available for this service. I think it would be very unreasonable for the shipping interests to say that this trust fund should be used for any other purpose than the care and comfort of sick mariners, and I do not think that the minister could expect that they would take such an unreasonable view. So, I merely desire to register the opinion which I entertain of the matter and it is that with this very large amount of money on hand available for this purpose it is not treating the seamen fairly

Mr. BLAIN.

to withhold from them the comforts and privileges which might properly be provided by a proper expenditure of this fund in their interest. I am sorry that the policy which the minister has announced to-night is of such a character that our seamen and fishermen will be debarred from the advantage which might accrue to them by a proper and reasonable expenditure of this fund in their interest.

Shipwrecked and distressed seamen, \$3,000.

Mr. BRODEUR. This is for the purpose of assisting seamen wrecked and in distress in foreign countries.

Steamboat inspection, \$54,000.

Mr. TAYLOR (Leeds). You have an increase of \$700; what is that for?

Mr. BRODEUR. We thought it advisable that the inspectors should receive a small increase in their salaries and this additional amount is for that purpose.

Mr. JAMESON. I would like to ask the minister whether it is simply for the inspection of the boilers and machinery of the steamers, or whether it extends to a general inspection, such as the inspection of life-boats and life-saving apparatus generally.

Mr. BRODEUR. It covers not only the inspection of boilers, but the inspection of hulls, gear, life preservers, boats, &c.

Mr. JAMESON. I would like to point out to the minister that in the opinion of a good many people there are a number of steamships, some of them receiving subsidies from this government, that are not properly equipped with life belts of a satisfactory character. Some years ago, it will be remembered, that a terrible accident occurred in American waters and as a result of defective life belts that this accident was attended with great loss of life. The other day we had an instance near Nova Scotia when the steamer 'Bruce' went ashore. It has been stated to me—I do not know whether the information is accurate or not—that one of the passengers found the life belts so defective that although he tried three of them none was strong enough when tied to retain its place on his body, that, as a matter of fact, he could not get proper appliances on the boat for life-saving purposes. That may or may not be correct; I am not stating it as a fact, but merely as a report which has come to me. But, I know there is very grave suspicion in the minds of people generally that enough attention and care are not bestowed upon the life belts on some of the steamers which are plying about our