

Manufacture, Sale and Use of Opium for other than Scientific or Medicinal purposes.

Motion agreed to, and Bill read the first time.

### PROHIBITION OF COCAINE AND MORPHINE.

House in committee to consider the following proposed resolution:—

Resolved, that it is expedient to provide for the prohibition of the sale and use of cocaine and morphine for other than medicinal or scientific purposes.

Resolution reported, read the first and second time, and concurred in.

Sir WILFRID LAURIER moved the adjournment of the House.

Mr. DOHERTY. What business will be taken up to-morrow?

Sir WILFRID LAURIER. Supply, continuing the estimates of the Minister of Public Works (Mr. Pugsley).

Motion agreed to, and House adjourned at 11.10 p.m.

## HOUSE OF COMMONS.

FRIDAY, January 20, 1911.

The SPEAKER took the Chair at Three o'clock.

### LOAD LINES ON SHIPS.

Mr. LEWIS moved for leave to introduce Bill (No. 98) respecting load lines on ships. He said: Mr. Speaker, in 1905 I introduced a Bill in reference to load lines on ships. Last session the Bill was referred to the Committee on Marine and Fisheries. The committee objected to the Bill on one ground apparently, that it did not conform to the English Act. I have had this Bill drawn to conform exactly with the English Merchant Shipping Act of 1876, called the principal Act. The sections of this Bill are based on sections 25, 26, 27 and 28 of the English Act, and the wording of that Act is followed as closely as is consistent with the conditions. I can perhaps best explain the Bill by reading an editorial from the 'Globe' of Toronto, which quotes from a paper at Vancouver. The 'Globe' says: The 'Globe,' Toronto, Friday, January 6, 1911.

#### A LOAD LINE NEEDED.

The wreck of the steamer 'St. Denis' on the shore of Vancouver Island has called forth many protests against the tendency toward overloading, and many demands for stringent laws such as are associated in Britain with

Mr. KING.

the name of the late Mr. Plimsoll. The Plimsoll line on a British vessel determines her summer load, her winter load, and her winter load in the North Atlantic, and no captain is allowed to clear if the line which designates his vessel's carrying capacity is submerged. On the Great Lakes there are frequent demands for load-line regulations, and it is notorious that many vessel owners take serious risks by overloading every season. Occasionally there is a disaster, and the matter after a brief discussion is forgotten. But there is a growing reaction against the indifference that risks and sometimes sacrifices lives for the gathering of profits.

According to the Victoria 'Times,' the captain of the 'St. Denis,' a young and ambitious officer, was eager to take a record cargo from the Vancouver mines to Central America. In spite of protests from experienced officers and seamen more cargo was crammed into the vessel's hold than she could carry with safety through the storms of the Pacific. In the shelter of the straits of Georgia or Puget Sound such a load could have been taken with comparative safety. But in the storms of the open sea the vessel was helpless. Just how she foundered will never be known. Her twenty-one men are lost, and only the wreckage on shore gives any indication of where the disaster occurred.

It is safe to conclude that with a proper load-line regulation strictly enforced the vessel would have been prepared for all emergencies, and she and her crew would now be safe. It is only when disaster occurs that the evil of overloading can effectively be attacked. Scores of instances occur in which risks are taken and by fortunate accidents the trips are finished in safety. The profit and prestige of such achievements are temptations to repeat them. When the inevitable happens there is an outcry. This lamentable experience should not be wasted, but should be held before the public until more efficient means are devised to prevent the sailing of unseaworthy craft.

I take it for granted that these facts are correct, coming from papers of such standing as these. There are many more instances which should cause this House to put on the statute-books of this country an Act covering the loading of vessels, especially in the winter. It is now 35 years since Plimsoll passed his Shipping Act. It took him eight years to accomplish that. This Bill has now been before this House for five years. I trust that this parliament will not require eight years to pass a Bill.

Motion agreed to, and Bill read the first time.

### BUSINESS OF THE HOUSE.

Mr. LEWIS. Might I point out to the Prime Minister that under the rules four days are allowed for public Bills and Orders, the first four Thursdays of the session. The first Thursday was taken up by the opening of the House, the second and third by the Address, and the