

the hawser—they did not do this but made the small line fast. Capt. Mood of the Roebing then told them that he would try and turn the dredge round so as to give them a lee side to put their boats out on—he had just succeeded in getting the dredge round when the small line parted.

In the meantime the captain of the Lisgar when he saw that the dredge had broken adrift attempted to heave his line in, which he could not do and then gave orders to cut the line. When this was done he proceeded close to the dredge in order to render any assistance possible.

The dredge put both her boats in the water, while the tugs lay to leeward in order to pick them up—the boats of the dredge lay alongside for some time but no attempt was made by any of the crew to get in them. Finally, one boat capsized and the other one shortly after broke adrift.

A dory was then launched over the Roebing's stern and drifted alongside the dredge. The dredge in the meantime had let go both anchors and swung head to the wind. No attempt was made by any of the crew on the dredge to get into the dory, which capsized and broke adrift about ten minutes afterwards.

The Lisgar then proceeded into the Life Saving Station at Deeming Point, but found the life-boat broken up. She then proceeded out towards the dredge.

The dredge struck on Black Ledge, pounded over and sank at 2.30 p.m., in the vicinity of Shag Rock.

Perhaps the hon. member knows these waters generally. I suppose that the dredges work pretty late in the season?

Mr. SINCLAIR: This was the worst time of the year probably.

Mr. REID: At all events, that is the report we have.

Mr. SINCLAIR: It contains no explanation of why the dredge was moved at that time. There is certainly an apparent carelessness on the part of the Marine Department in regard to the life saving station located at that port.

From the statement of the minister it would appear that the lifeboat at that place was broken and was unable to give any assistance to the wreck. If the lifeboat had been in proper repair the lifecrew might have saved the lives of those men. That has been stated in the press on several occasions, and I have never seen any proper explanation of the lifeboat's condition. The late inspector said in a letter which I saw that the Marine Department was notified that the lifeboat was broken and a request was made for a new one, but that request was disregarded by the department. Then the accident came and those men lost their lives. It is discreditable to the department if that is the case. I should like some explanation of the dredge being taken from Yarmouth, or

[Mr. J. D. Reid.]

from Lunenburg to Cape Breton at that season of the year.

Mr. REID: The dredge was being taken to Sydney to undergo repairs and receive a new boiler for the next season's work.

Mr. SINCLAIR: But there is no slip or dry-dock at Sydney.

Mr. REID: She would not have to go into dry-dock to have a new boiler put in. The department have had dredges repaired at Sydney.

Mr. SINCLAIR: Why did the dredge pass Halifax?

Mr. REID: I do not know. It was going to Sydney. As to the question about the lifeboat, the report says that there were boats enough on the dredge but that the men did not enter them.

Mr. SINCLAIR: The boats were too small to live in that sea.

Mr. REID: The report does not say that. Of course the question of the lifeboat comes under the Marine Department.

Mr. McKENZIE: Does not the report say something about negligence in not dismantling the dredge?

Mr. REID: I do not see anything of that in the report.

Mr. SINCLAIR: The minister will understand that I am not in any way opposing the vote. My reason for insisting on some information is that the relatives of the men who were lost have felt, I understand, that some person was to blame and that there was carelessness on the part of both the Marine and Fisheries and Public Works Departments in this matter.

Mr. McKENZIE: It is another case where the advice of this distinguished man whom the minister seems to follow in all these things proved disastrous to the lives of these men. This vessel was being dragged to Sydney for the purpose of

11 p.m. getting work for J. C. Douglas' friends in the city of Sydney—some miserable patronage. It was being taken there in the midst of winter along the most dangerous coast of Canada, without being dismantled and without any precautions being taken, in order that a few dollars could be spent in Mr. Douglas' constituency. The result is that those men have lost their lives and the Government has lost its property. It would be well for the minister not to be so very zealous in carrying out Mr. Douglas' representations.