

insurance business. That does not indicate, however, that they are in a position under the law of England to deposit with other governments securities for the benefit of policyholders.

Hon. Mr. DANDURAND: The same thing has been done in Illinois.

Right Hon. Mr. MEIGHEN: The honourable member is again harking back to Illinois. We have thrashed out Illinois from boundary to boundary, over and over again. The difficulty in Illinois was overcome by the agents there keeping their balances at a certain point, and thereby retaining in that state enough money to satisfy the requirements. But that does not mean that a deposit was made by Lloyd's. The moneys were merely the agents' balances. That would not meet the situation in Canada.

I press upon the House the futility of endeavouring to argue that Lloyd's do not know whether they can or cannot do this thing. Surely they know their own position. I have before me a telegram received to-day from the Chairman of Lloyd's, and in the face of this telegram I ask the House if it is the part of practical legislative prerogative to make a provision for federal licence and deposit. I shall not read the first part of the telegram, because it refers to the Superintendent of Insurance and has to do with an incident that need not be rehearsed here. I read from the point at which this subject-matter is covered:

Position of Lloyd's is what it has always been, namely that under British Assurance Companies Act funds must be kept in trust here and cannot be allocated for purpose of deposit either in Canada or elsewhere.

This is signed "Chairman, Lloyd's" and is dated the 27th of June.

Hon. Mr. CASGRAIN: What is the name of the Chairman?

Right Hon. Mr. MEIGHEN: It is just signed "Chairman, Lloyd's." I think we had his name.

Hon. Mr. CASGRAIN: It does not matter.

Right Hon. Mr. MEIGHEN: This being so, I do not see any object at all in inserting the proposed amendment. If the British law should be changed, then, of course, we could consider the subject anew; but at present it would not comport with our position and function to put in this suggested provision, this particularly when it is not by way of amendment to the amendments now before us.

Our committee felt, and I think I can say by a large majority, that the proper course was to accept the Bill as amended by the other House. Without question the Bill is

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just as formidable constitutionally and just as thoroughly fortified as before. Therefore, from that standpoint, which is our main concern, we are all right. As a mechanism for taking care of a complicated difficulty it is not, I think, the equal of the Bill passed by this House; but it is the next best thing. I think this House is of the same temperament as most people at this time; so surely we had better keep within confines which we feel are safe, and not invite a contest which might be very perilous and result in a situation which would be exceedingly calamitous to very large and important interests in this country and would affect almost everybody within its boundaries.

Hon. Mr. CASGRAIN: I think the right honourable gentleman might, for the benefit of those who are not familiar with it, tell us just what Lloyd's are. I think I could tell the House—

Right Hon. Mr. MEIGHEN: Go ahead.

Hon. Mr. CASGRAIN: I would sooner give way to the right honourable gentleman.

Right Hon. Mr. MEIGHEN: I doubt whether I could do it any better than my honourable friend. I do not think I know as much about the details.

Hon. Mr. CASGRAIN: I have had some dealings with them.

A couple of hundred years ago Lloyd's was a sort of tavern, similar to one in Montreal called Joe Beef's. The sea captains met at Lloyd's and talked about the ships they had met on their voyages, and where they had met them. Naturally the owners also went to Lloyd's to learn what they could about their ships. Insurance in those days was the reverse of what it is to-day. A captain might sell out to a pirate, but if he came back with a cargo he would be paid.

To-day there is a large room, larger perhaps than this Chamber, with desks in it, where the business is done. If you want to insure a ship you go to a broker who has taken a risk on her before, or one who knows her well and believes that she is seaworthy and that her captain is an able man. You tell him of the voyage the ship is to make, and you go through many formalities. If the destination of the ship is changed, the right to insurance may be lost. Suppose the risk is a small one, say £10,000: the agent who is seeking to insure goes to a broker, who writes the particulars on a slip of paper and signs for, say, £2,000; then he goes to another man, who may not know quite so much about the ship, but who when he sees the first name says, "I will take £1,500." After that it is