

coasts, and that some day there may be a very serious casualty which will result in great loss of life. Then, I think that if the department is looking after the inspection of the hulls and the equipment of these vessels special attention should be paid to life-belts and to life-saving apparatus. I know that it is perhaps rather an unusual thing to overhaul all these belts, but the minister will see, and I am sure the committee will appreciate, the great importance of having them in proper condition for use. A number of them are transferred on those boats, many of them are old. I know some of them have been in the service for many years, and I doubt whether they would be sufficient in case of accident to give people a fighting chance for their lives. I hope the minister will give instructions to his officers to see that every ship plying out of Canadian ports is equipped with life belts which are proper and sufficient.

Mr. BRODEUR. The administration of this branch of the service is in the hands of the chief steamboat inspector, Mr. Adams. Mr. Adams is very severe, and I am sure he is taking all possible precautions in order to ensure the safety of every one who embarks on those ships. Of course he has several inspectors under his control. Coming now to the accident which occurred the other day to the 'Bruce', the 'Bruce' is not a Canadian registered ship. So far as my information goes, she was registered in Newfoundland, and consequently must have got a certificate from the Newfoundland authorities.

Mr. JAMESON. Is she paid a subsidy by this government?

Mr. BRODEUR. I am informed she was. We are obliged under the law to accept the certificates which are issued by the Newfoundland authorities. If the vessel obtained a certificate from Newfoundland, we have no right to ask for another one. At all events, the wreck commissioner has left for the purpose of making inquiry into all the circumstances surrounding the wreck, and we will not fail to bring to his attention the statement which has been made by my hon. friend to the effect that some of the life-saving apparatus was not in proper shape.

Mr. BLAIN. Are vessels on the lakes inspected as well?

Mr. BRODEUR. Yes.

Some resolutions reported.

On motion of Mr. Brodeur, House adjourned at 11 p.m.

## HOUSE OF COMMONS.

TUESDAY, April 4, 1911.

The SPEAKER took the Chair at Three o'clock.

### ROYAL ASSENT.

Mr. SPEAKER. I have the honour to inform the House that I have received from the secretary of His Excellency the Governor General the following communication:

Ottawa, April 4, 1911.

Sir,—I have the honour to inform you that the Right Honourable the Chief Justice of Canada, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber on the 4th inst., at 3.15 o'clock, to give the Royal Assent to certain Bills, which have passed the Senate and the House of Commons during the present session of parliament.

I have the honour to be, sir,

Your obedient servant,

D. O. MALCOLM,

Governor General's Secretary.

The Honourable

The Speaker of the House of Commons.

### BRITAIN AND RECIPROCITY.

On the orders of the day being called:

Mr. ARMSTRONG. I understand that a dispatch has been received in Ottawa stating that Sir Edward Grey announced in the British House of Commons that the British government had made a demand on the government of the United States that the United States should grant to Great Britain and all her colonies, the same tariff concessions that the United States propose to grant to Canada under the reciprocity agreement. If that is so I would ask the intention of the government in regard to it.

Mr. FIELDING. That would be a matter entirely between Sir Edward Grey and the British Ambassador at Washington, and I would not care to offer any opinion concerning it.

Mr. ARMSTRONG. Has the government received any such message?

Mr. FIELDING. I did not understand my hon. friend to say that any message came to us in the matter.

Mr. ARMSTRONG. A message has been received in Ottawa this afternoon.

Mr. FIELDING. I am not aware of any such message. The terms on which goods would be admitted to the United States from Great Britain would be a matter of negotiation between the British authori-