

WAR AND DEMOBILIZATION

PROVISION FOR APPROPRIATION OF \$1,365,000,000 FOR
WAR PURPOSES, DEMOBILIZATION, PROMOTION
OF TRADE AND INDUSTRY, ETC.

The house resumed from Monday, November 19, consideration in committee of a resolution to grant to His Majesty certain sums of money for the carrying out of measures deemed necessary or advisable in consequence of the war—Mr. Ilsley—Mr. Macdonald (Brantford City) in the chair.

DEPARTMENT OF MUNITIONS AND SUPPLY

The CHAIRMAN: The committee has under consideration the estimates of the Department of Munitions and Supply. We are on the item entitled "Housing Development."

Mr. HOWE: Mr. Chairman, at the last sitting I undertook to answer certain questions, and I will now do so.

Questions were asked by the hon. member for Regina City (Mr. Probe) in connection with the Park Steamship company. He asked first: How many ships does Park Steamship company now own? The answer is 154.

What is the present value? I cannot answer that, because I have no recent valuation.

How many have been sold? The answer is that there have been five 3,600-ton tankers, and fourteen 4,700-ton merchant ships.

To whom, and at what prices? There have been ten 4,700-ton ships to the French government at \$415,000 per vessel, less a brokerage charge on each ship of \$43,000, or a net of \$372,000; one 4,700-ton ship to the Swedish government on the same terms; three 4,700-ton ships to Brazilian interests at \$390,000 each, less a brokerage of five per cent, leaving a net of \$370,500; four 3,600-ton tankers to Branch Lines Limited at \$350,000 each; one 3,600-ton tanker to Canada Oils at \$350,000.

The next question is: At what fraction of cost? The basis of sales price in relation to cost is set out in a sales formula which I shall give in a minute, in reply to a question of the hon. member for Yorkton.

Then, the following question from the hon. member for York South: How many tankers in the Park fleet? The answer is five of 3,600 tons and twelve of 10,000 tons.

The cost of each type? The answer is for the 3,600-ton type, approximately \$1 million each, and for the 10,000-ton type approximately \$1,750,000 each.

Then, the number sold and the selling price: Five 3,600-ton tankers at \$350,000 each.

Then, a question by the hon. member for Yorkton with respect to Park Steamship company, dealing with an item of \$23,380,058,

cargo vessels operated by Park Steamship Company Limited, and the actual expenditures from April 1 to August 31, 1945:

(a) What vessels were delivered? The answer is 17.

(b) The names and amounts of tonnage? The answer is as follows:

Name of Ship—Tonnage—Type	Cost
<i>Garden Park</i> , 10,000, Canadian	\$1,650,000
<i>Simcoe Park</i> , 10,000, Canadian	1,650,000
<i>Albert Park</i> , 10,000, Canadian	1,650,000
<i>Lakeside Park</i> , 10,000, Canadian ...	1,650,000
<i>Evangeline Park</i> , 4,700, Revised Gray	1,100,000
<i>Mulgrave Park</i> , 4,700, Revised Gray	1,100,000
<i>Rupert Park</i> , 10,000, Canadian	1,650,000
<i>Sutherland Park</i> , 4,700, Dominion ..	1,150,000
<i>Bell Park</i> , 4,700, Dominion	1,150,000
<i>Highland Park</i> , 10,000, Canadian ...	1,650,000
<i>Argyle Park</i> , 4,700, Revised Gray ...	1,100,000
<i>Rockland Park</i> , 4,700, Revised Gray,	1,100,000
<i>Lorne Park</i> , 4,700, Dominion	1,150,000
<i>Hamilton Park</i> , 4,700, Revised Gray	1,100,000
<i>Seven Oaks Park</i> , 10,000, Canadian..	1,650,000
<i>Gasperian Park</i> , 10,000, Canadian ..	1,650,000
<i>Cartier Park</i> , 4,700, Revised Gray ..	1,100,000

\$23,250,000

The equipment for above is placed at \$130,058, which brings a total price of \$23,380,058, for a total of 122,300 tons.

The second question was a request for the formula for fixing the price for ship sales. The answer is that the sales formula has been worked out in conformity with the sales formula of the United States and the United Kingdom for similar classes of ships. The price is based on the estimated domestic cost as at January 1, 1941, less allowances for increased wartime building costs, obsolescence of types and depreciation at accelerated rates occasioned by wartime service.

Ships of the "Liberty" class are being sold by the United States government at a net cost to United States purchasers of \$553,500. "Empire" vessels of the 10,500-ton "T" class are being sold by the United Kingdom government to British buyers at \$551,800. The 10,000-ton vessels of the "Canadian," "Victory", and "North Sands" types are being sold by the Canadian government to Canadian purchasers at \$625,000, \$600,000 and \$575,000 respectively.

The hon. member for Dauphin asked this question: What fees have been paid to Park operators? The answer is that the total amounts paid to Park operators from the period April 1, 1942 to August 31, 1945 are as follows: Management and operating, \$960,277; agency fees and commissions, \$4,334,638.

The next was a question by the hon. member for Vancouver South, who asked the terms for the sale of ships. The following statement, which I shall ask to have placed on *Hansard*, sets out the prices of the various types of vessels and the terms of payment for Canadian operators who will operate the vessels under