

If you wanted to find the value of a ship, you would practically have to go into the details of a dry-dock contract, and that takes time. Furthermore, to-day it might take three years to build a ship. The value of a ship might have been 32,000 pounds before the war, and it might be 45,000 or 50,000 pounds to-day. But you would have to wait three or four years to get delivery. So the British Ministry of Shipping gave an undertaking to the Canadian Director of Shipping to insure these ships at a certain sum, and took them on a basis of \$125 a day, bare boat, for the time they are in commission.

As these ships are now on the way out, they have had to be altered considerably to make them suitable for ocean work. For instance, the hatches, which in fresh water are about eight inches high, were increased to twenty-four inches for salt water. The strong-backs, which are the steel beams across the ship, and which for fresh water are of a certain size, were more than doubled. As the vessels were built for fresh water and short trips, they were not as strong in the bow and the stern as they would be for ocean traffic, and had to be reinforced. As no ships had been built for Canada for ten years, they all required overhauling, and had to be placed in docks such as those at Halifax, Quebec, Port Dalhousie and other places.

My first ship, the Collingdoc, has now arrived on the other side loaded with timber. One vessel, I think, has been lost in Zeebrugge harbour with a load of cement. It must give Canadians a feeling of pride to know that Canada has been able to contribute some twenty-nine ships, I think it is, towards the cause of Great Britain. These were not old ships. Most of them were in the canal business, carrying grain, pulpwood and coal, and the sending of them to Britain has meant a considerable sacrifice to the trade and to Canada; but the owners, recognizing the necessity and the exigencies of the case, have contributed their ships readily.

Some Hon. SENATORS: Hear, hear.

Hon. Mr. PATERSON: The rental of \$125 a day is very small when one considers what these vessels have to earn in seven months in the canals. Fortunately for us—and yet unfortunately—they will not be badly needed in the grain business this fall, because of the lack of movement of grain. On the other hand, by reason of the shutting off of Norwegian business, the ground wood-pulp business and the coal business have probably doubled or trebled, and a great deal

of commerce is going by the railways because of the lack of water transportation. I feel that the vessel men have made a considerable contribution.

Right Hon. Mr. MEIGHEN: That is entirely a British Government operation?

Hon. Mr. PATERSON: Oh, yes, through the Canadian Government.

Right Hon. Mr. MEIGHEN: Through the Canadian Government?

Hon. Mr. PATERSON: The Canadian Government had to do the requisitioning. The British Government had no authority to requisition Canadian property.

Right Hon. Mr. MEIGHEN: But the terms are all made with the British commission?

Hon. Mr. PATERSON: Yes.

The motion was agreed to, and the Bill was read the second time.

#### THIRD READING POSTPONED

The Hon. the SPEAKER: When shall this Bill be read a third time?

Hon. Mr. DANDURAND: Now.

Right Hon. Mr. MEIGHEN: I do not think we should read it now. I have not had a chance to look through it at all. I do not think it need go to committee, though I should be very glad if the Minister would send it there, but at least it should wait until to-morrow.

Hon. Mr. DANDURAND: Third reading at the next sitting of the House.

#### NATIONAL WAR SERVICES— REGISTRATION AND MOBILIZATION INQUIRY AND DISCUSSION

Hon. RAOUL DANDURAND: Honourable senators, I was queried somewhat sharply this afternoon by my honourable friend from Winnipeg South-Centre (Hon. Mr. Haig) and by the right honourable gentleman who faces me just now, and who has been facing me for some time (Right Hon. Mr. Meighen), on the question of the regulations emanating from the Minister of National War Services as to registration and the calling up of various classes for training. I now have a statement of the basis of these regulations. They are at present in the hands of Colonel George H. Cassels (of Blake, Lash, Anglin and Cassels), Brigadier Orde and Maurice Boisvert, Crown Attorney of Quebec, who have been for some time and are now working on them: I have been in contact with Colonel Cassels and have asked him if the regulations