

several times the price for which these ships were sold. I am not suggesting that they were sold for less than the market price at all, but merely trying to find out a fair comparison between the sale price and the cost of reproduction in, say, Canadian shipyards to-day, which I think would be many times the price of sale.

Sir HENRY THORNTON: How long would it take us to get enough information to give an intelligent answer?

Mr. TEAKLE: I think we can have it to-morrow or next day.

Mr. BOYS: I think the General is quite wrong in stating this.

Mr. CLARK: I am not.

Mr. BOYS: I am not saying you are. But when you say the cost in Canadian shipyards is many times the cost in Great Britain.

Mr. CLARK: No, I did not say that. I said many times the cost at which the ships were sold.

Sir HENRY THORNTON: I think I understand your question, General, and we will try to give an intelligent answer to that question to-morrow. Of course it must be understood that in spite of all our efforts to have all our data here, some questions may be asked that we cannot answer immediately. I think by to-morrow we can give an intelligent answer to the question.

Sir EUGENE Fiset: Could you not add another column to the statement you have already supplied?

Hon. Mr. DUNNING: Of what value for comparative purposes is that information?

Sir EUGENE Fiset: The question would bear on that subject matter; the prices at which the ships were sold as compared to the cost of building that ship in Canada at the present time.

Mr. POWER: You cannot get those figures. You cannot submit a statement to a ship builder here in Canada and say how much would you charge to build a ship like that.

Sir HENRY THORNTON: We can give our best knowledge of what that price would be. It may not be right but it will be as near as we can get.

Mr. CLARK: We know the ship builders who built each one of these ships. Supposing the Wallace Shipyard of Vancouver built the "Canadian Pathfinder", we could easily ask them for how much per deadweight ton would they build the same ship to-day.

Mr. HEAPS: I think any information we get for this Committee should be of some real value to the Committee. Personally, I do not see what earthly value all this information is going to be when you get it. After all the value of any commodity is the price that it will bring in the present day market. When you have second hand stuff, it may have to be sold as junk; absolutely independent of what such a commodity would cost new to-day.

Sir HENRY THORNTON: The United States Shipping Board sold a number of their ships at a purely scrap value. And those ships are now being cut up for scrap.

Hon. Mr. DUNNING: Incidentally blocking some of our canals.

Mr. HEAPS: You had to get the best price you could. To me the important question is, what was the market value of that or a similar commodity, under the same circumstances, either here or adjacent to where you have the ships.

Sir HENRY THORNTON: The question then is: Having regard to all the circumstances, was proper business intelligence and honesty employed in the sale of those ships?

Mr. HEAPS: Yes.

Sir HENRY THORNTON: That is the thing we are really trying to get at.

Mr. HEAPS: If you get a price on ships of a similar character in Canadian yards, it will tell you nothing. You might, in some other yard, in some other