

British Columbia penitentiary. The warden receives an increase of \$200, the deputy warden remains at the same figure as before. The chaplains receive an increase of \$200 each. The surgeon, who was paid \$600 is to receive an increase of \$900, making his salary \$1,500, with the understanding that he shall abandon general practice and give all his time to the work of the penitentiary. The accountant, the storekeeper, and warden's clerk, the steward and baker remain the same. The hospital overseer has an increase of \$100. The engineer and blacksmith instructor has an increase of \$250. The chief trade instructor remains the same. There are five trade instructors at an increase of \$100 each. There is one keeper at an increase of \$200. There is an increase of \$1,000 for ten guards. The chief watchman has an increase of \$300. The three watchmen are increased \$150 each. Temporary guards are increased \$100 each. The total increase here is \$4,600. The salaries for 1904-5 were \$23,045.98; with the increases they will be \$27,645.98.

Alberta penitentiary. All these salaries are new.

Mr. BENNETT. Have the appointments been made of the warden and deputy warden at Edmonton?

Mr. FITZPATRICK. No. That penitentiary is not organized at all. I have made recommendations, but they have not been acted upon.

Mr. W. F. MACLEAN. What is the total expenditure?

Mr. FITZPATRICK. The total increases are \$27,550.

Mr. W. F. MACLEAN. What is the total expenditure?

Mr. FITZPATRICK. For salaries for 1904-5, \$191,808.20. With the increases added, it will be \$219,338.20. This does not include Alberta.

Mr. W. F. MACLEAN. What is the approximate convict population of all these penitentiaries?

Mr. FITZPATRICK. Last month's report gives 1,300. The proposed increases will add 14.36 per cent to the expenditure for salaries, but only 6.41 per cent to the total expenditures for all purposes.

Mr. W. F. MACLEAN. That is over \$160 of expenditure for each convict.

Mr. FITZPATRICK. But you have to take into account the revenues from the penitentiaries. It would be better to deal with that subject when I have my estimates up, and when I can tell exactly what each convict costs.

Resolution reported, read the first and second time and agreed to.

Mr. FITZPATRICK.

Mr. FITZPATRICK moved for leave to introduce (Bill No. 176) respecting penitentiaries.

Motion agreed to, and Bill read the first time.

SUPPLY—COMPETITION FROM NORWEGIAN SHIPPING.

Hon. W. S. FIELDING (Minister of Finance) moved that the House go into Committee of Supply.

Mr. J. B. BLACK (Hants). Before you leave the Chair, Mr. Speaker, I would like to draw the attention of the House to an article in the Sydney 'Record,' which I beg to read:

During the past few years we have seen in our papers the question of shipbuilding in Nova Scotia. The government of Canada have promised a bounty of so much per ton. Certain cities in Nova Scotia, our own among them, have voted a bonus to any shipbuilding company establishing shipbuilding yards and complying with certain conditions laid down in reference to amounts expended and number of men employed, &c. So far nothing apparently has come of these efforts, and it seems to me that one reason is that these companies cannot see where the orders for ships are to come from to warrant them in such an undertaking. Canadian shipping is on the decline every year, and why?

One reason and a very important one is the fact that our coastal trade is being more and more taken from us by Norway. We find nearly all the boats now being used by the Dominion Coal Company and Dominion Iron and Steel Company to carry their products are Norwegian. We find them carrying our products to the West Indian ports, being chartered by Nova Scotia companies. Why? Because they come here, carry between Canadian ports, pay no taxes whatever, not even inspection fees, that being done away with some time ago. Canadians cannot compete with the Norwegian people for these reasons.

We all know that labour in Norway is paid less than in Canada. Their sailors are paid about half what we have to pay our men. Then again our men will not be satisfied with the board given to the Norwegian sailors. It can thus be seen that we cannot run our vessels as cheaply as they can. Again, what benefit are they to Canada? All supplies are brought from Norway when they come out, and when ships need repairs of any extent they charter across and do their repairs at home. I do not suppose ten per cent of their earnings are spent in Canada. These people pay nothing in Canada, no taxes of any kind. Is it fair to our Canadian marine?

If a Canadian to-day bought a Norwegian vessel he could not run her in Canadian waters without first paying a 25 per cent tax or keeping her under the Norwegian flag and putting a Norwegian captain on her. There are plenty Canadians who are ready to go ahead and invest their money in shipping when our parliament at Ottawa enacts laws to protect us against foreigners. Why not put a tonnage tax on these vessels of 25 per cent, thereby putting them on an even footing with ourselves? When that takes place Canadians will be ready