

the naval property at Halifax and Esquimalt, and, I was pointing out that while we were doing this, and while we were not claiming or expecting any assistance from the mother country, Australia was receiving a substantial amount of money every year, and she had only agreed ultimately to take over the naval docks some time in the future. That was the point I made. Canada had agreed to do that, and would do it, and as a matter of fact was doing it while Australia was to do the same thing some time in the future.

Mr. R. L. BORDEN. As the minister properly went into these items on the second reading of the Bill, it is clear that the same subject may properly be considered in committee, but we could not criticise the minister's speech in the estimates as it would not be the same debate. I do not want to be under any misapprehension as to Halifax and Esquimalt. The minister himself stated in this House in reply to a question from myself on January 17:

With regard to Esquimalt, the naval yard at that station is still under the imperial authorities. The machinery is lying idle, but well looked after. The same is to be said as regards the buildings. The station has, however, been reduced to two gun vessels and one survey ship.

With regard to Halifax, the machinery in the workshops is looked after, though the parts are not assembled for working.

It seems almost farcical to say that the government had taken over the dockyards when the dockyards had been in that condition for nearly three years after the statement was made in the colonial conference in 1907 which I have already quoted to the House.

Sir WILFRID LAURIER. Will the hon. gentleman give me a reference to the page?

Mr. R. L. BORDEN. I have quoted from page 141 of the English blue-book of the Colonial Conference of 1907.

Mr. G. TAYLOR. The hon. member for St. John (Mr. Daniel) has proved I think conclusively to the Prime Minister the quantity of coal which this steamer would burn per day. He has shown that it would burn 17 tons per hour. The Prime Minister said he had mountains of information but he could not give a reply to my hon. friend from St. John. Now, I want the people of Canada to understand what they are going into. The authority which my hon. friend the member for St. John (Mr. Daniel) quoted that this steamer will burn 17 tons of coal per hour, is undoubted. There are 24 hours in a day, so that would be \$2,040 per day, and for one year it would be \$744,600. Now that is just an example of what we will have to pay. It is proved from the English blue-book what the

steamer burns and what is the cost to the government of their other steamers. If he will add up the figures, he will find that for this steamer the coal bill will be \$744,600 a year.

Sir WILFRID LAURIER. It is a very high sum. It is enough to deter anybody from going to war. But there is another side. I am glad to be able to give my hon. friend from Grenville (Mr. Reid) the information which he asked as to the 'Niobe.' The 'Niobe' is a vessel built in 1902. It costs £654,661. Its displacement is 11,000 tons, length 435 feet, draft of water 26 feet, original speed 21 knots; it has water tube boilers, a complement of 600 men, 16 guns, and two submerged torpedo boats. We are paying for her \$1,075,000, and the estimated cost of training personnel is \$267,000; victualing and medicine, \$60,000; clothing, \$15,000. The total upkeep is estimated at \$140,000. With regard to the consumption of coal it is quite true that it will be very large, as large as my hon. friend from St. John (Mr. Daniel) states when the steamer is sailing 21 knots at its fullest capacity, but I hope my hon. friend from Leeds (Mr. Taylor) does not expect that we are going to sail that ship 21 knots for 24 hours every day. There would be no reason for that.

Mr. G. TAYLOR. This business government I hope will keep her busy.

Sir WILFRID LAURIER. It is because we are a business government that we will not do anything so foolish as that. When it comes to war time, and God forbid that we should ever come to that, we would have to steam her at full capacity.

Mr. R. L. BORDEN. In order to escape.

Sir WILFRID LAURIER. We will have to burn as much coal in war time as will keep her at her full capacity, but we are not in that position at the present time. We are living in a time of peace. This vessel will be used as a training ship and my information is that the consumption of coal will be the average consumption.

Mr. J. D. REID. The hon. Prime Minister has not given the total estimate of what it will cost to maintain and operate this steamer for 12 months.

Sir WILFRID LAURIER. I can get that and I will give the hon. member the information. The upkeep for one year?

Mr. J. D. REID. Yes.

Sir WILFRID LAURIER. Very good I will give that.

Mr. J. D. REID. The cost of operating and upkeep including coal and all.

Mr. DANIEL. The right hon. the Prime Minister stated that the 'Niobe' was launched in 1902. If that statement is