

Mr. HEAPS: It was several times that at one time but has come down considerably since.

Sir HENRY THORNTON: Yes, these ships were built under conditions which caused the very high deadweight price.

The CHAIRMAN: You would not build that kind of ship now would you?

Sir HENRY THORNTON: Probably not.

Mr. CLARK: The cost per ton of construction to-day is lower than it has been since the war. You could not have built them for anything like the price that it is to-day.

Sir HENRY THORNTON: What do you say to that Mr. Teakle? As I understand the general question it is this, roughly speaking: how much less is the sale price per deadweight ton than the reproduction price to-day?

Mr. TEAKLE: I cannot answer that with any degree of accuracy, because I have not checked the market with regard to those particular ships, and since our ships were built, the idea of construction of ships has almost entirely changed. For instance, they are going in very heavily now for Diesel tonnage, which is fairly expensive in the building price but economical otherwise. There is also a large development in the turbine for the Atlantic trade. There are a good many factors come in which make it difficult to compare our ships built for a particular purpose, at a particular time, with the ships built to-day.

Mr. CLARK: There would be no demand from builders for this class of ships.

Mr. TEAKLE: No, unless you took a class of ships such as "Canadian Cruiser." The "Manchester Regiment" is one of the finest ships coming into Montreal and she is Turbine.

Mr. CLARK: Is it not a fair statement that the cost of producing ships to-day of this type would be \$125 to \$175 per ton?

Sir HENRY THORNTON: No.

Mr. BOYS: Cannot you give us an approximate idea of the difference between your sale price and the present day price?

Mr. TEAKLE: I would say off-hand, qualifying my remarks with the statement that I have not checked as yet, that you might lay down in a British yard a ship of the type of the "Canadian Pioneer" for something like £9 or £9.10 per ton, or roughly \$45.

Mr. HEAPS: And what was the price you got for ships of that class?

Mr. TEAKLE: We did not sell any of that size. The smaller ships cost more proportionately to build.

Mr. BOYS: Do you mean to say you realized something like fifty per cent of the present day cost?

Mr. TEAKLE: I would have to figure it out.

The CHAIRMAN: Mr. Heaps has the statement that was produced. If you will look at that.

Sir HENRY THORNTON: The question as I understand it is this: How much less per deadweight ton did we sell these ships, than that same ship of the same class and character could be built to-day?

Mr. BOYS: That is it exactly. We are given approximately \$45 a ton in this statement. Your price has ranged from, the least \$10.06 apparently, and the highest \$34.

Sir HENRY THORNTON: Can you give the figures on that Mr. Teakle?

Mr. TEAKLE: Yes. Mr. Chairman, to-day they are not building small ships such as we have. Take for instance 2,800 tons.

Mr. BOYS: You could get them built if you wanted them.

Mr. CLARK: Per deadweight ton, those ships cost more than the heavier weight ship?

Mr. TEAKLE: Yes, proportionately.

Mr. CLARK: In regard to the price of a heavier ship of 8,000 tons, we will say, I am suggesting that in Canadian ship yards the price per deadweight ton is