

rying on construction work; also for the improvement of the West Coast trail, B.C.

Under that heading would come aids to navigation, and so on, and under that heading would be work done at Sorel, and charged to this account. There must be some work in connection with aids to navigation. Boats must be repaired.

Mr. BRODEUR. No, those boats belong to what is called the St. Lawrence channel and they do not come under this vote at all.

Mr. REID (Grenville). I would like to know what procedure the minister follows now in so far as the building of these lighthouses and the fitting of them up is concerned. The minister knows that after he took charge of the department there were a great many of these lighthouses built under his instructions. We all agreed that many of these lighthouses were necessary, and there were many more required. I believe that this House will be unanimous in voting any money necessary for the improvement of navigation. I do not know whether the minister changed the method of erecting these lighthouses when he took charge of the department. The minister knows that the course was first to select the place, then to give the work out practically without tender, send men down to do it and buy the supplies that were necessary at exorbitant prices without tender. Take cement, as an instance; I remember that we had one instance of buying cement at very much more than any private individual would purchase it for. Then, there were other items charged up to these lighthouse buildings. There was \$4,000 or \$5,000 worth of files charged up to the building of a lighthouse, or something of that kind. I think that was done after the minister took charge.

Mr. BRODEUR. I beg the hon. gentleman's pardon; the files were before my time.

Mr. REID (Grenville). We had the instances of Merwin being paid from 50 to 150 per cent more than any private individual could purchase goods for, and although we brought it to the minister's attention he still continues to do business with the same man for a year or two; at least, I noticed that he was doing business with this same firm and at the same prices. We objected very strongly, but the minister still does business at the same old stand, and at the same old prices, even after the disclosures of the Judge Cassels' investigation.

Mr. TAYLOR (Leeds). They have Lymburner now.

Mr. REID (Grenville). Yes. Lymburner is a new man, and they are paying him 150 per cent more than anybody else

could purchase the stuff for. There are instances in the Auditor General's Report which show that graft still continues. There are some items here that look rather fishy. Last session the minister wanted an ice-breaker and plans were made for a boat that would go through the St. Lawrence and Welland canals, and tenders were to be called for, but the size of the boat was enlarged so that she could not go through the canals, and hence our Canadian builders could not tender.

Mr. BRODEUR. Was that the 'Earl Grey'?

Mr. REID (Grenville). I do not know her name, but the plans were changed so as to make the boat one foot wider, and one foot longer than the canal, and it seems to me it does not make any difference whether an ice-breaker was a foot longer or a foot shorter. Then again when tenders were called for, the minister did not accept the lowest tender but paid \$150,000 more.

Mr. BRODEUR. The hon. gentleman is mistaken.

Mr. REID (Grenville). The minister paid a very large sum in excess of the lowest tender. Now, the excuse the minister is going to give is that the boat he purchased can go 17 knots an hour, while the one originally provided for only could go 16½ knots, but I cannot see what difference the extra half knot per hour would make in an ice-breaker. The tenderers were all good responsible firms, and yet the minister did not accept the lowest. Then again the minister is going to tell us that some of the firms that tendered were not well known, but as I understand it the plans and specifications are all furnished by a marine architect, and they are followed exactly, and there is no reason why any reliable firm cannot do the work. Another reason the minister is going to give for having this boat built in England is that no firm in Canada is used to building ice-breakers. He told us he had to go to Russia himself to find out how an ice-breaker was built, and that there is only one firm in England competent to build an ice-breaker. But let me tell him that we have in Prescott a car ferry which is also used as an ice-breaker, and it will go through any amount of ice, and it was built by the Polson Iron Works at Toronto. Then, the Grand Trunk Company have a ferry running to Cobourg that will go through any quantity of ice, and she was not built in England. I would like to get some new reason from the minister as to why this boat was not built in Canada. A few years ago the Minister of Finance told us that if they could buy steamers cheaper in England they would buy them there. The Minister of Marine gave an