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HOUSE OF COMMONS

Speaker: The Honourable PIERRE-FRANÇOIS CASGRAIN

MONDAY, April 3, 1939.

The house met at three o'clock.

RAINY LAKE WATER LEVELS

CANADA-UNITED STATES CONVENTION OF SEPTEMBER 15, 1938—EMERGENCY CONTROL BY INTERNATIONAL JOINT COMMISSION

Right Hon. W. L. MACKENZIE KING (Prime Minister) moved for leave to introduce Bill No. 72, to carry into effect the provisions of the convention of 15th September, 1938, providing for emergency regulation of the level of Rainy lake and of the level of other boundary waters in the Rainy Lake watershed.

He said: Mr. Speaker, some little time ago the International Joint Commission recommended that an agreement should be entered into between Canada and the United States to regulate the water levels in the Rainy Lake area in cases of emergency. The agreement was reached in September of last year. The bill is designed to give effect to the convention then signed. The convention itself is printed as an appendix to the bill.

Motion agreed to and bill read the first time.

PRIVATE BILLS

FIRST READINGS—SENATE BILLS

Bill No. 68, for the relief of Jean Winifred Hunter Urquhart.—Mr. Walsh.

Bill No. 69, for the relief of Sarah Theresa Norman.—Mr. Ahearn.

Bill No. 70, for the relief of Helen Kathleen Yuill.—Mr. Hyndman.

Bill No. 71, for the relief of Zdenka Pauline Otilie Josefina von Ehrenfeld-Pop Drummond, otherwise known as Yvonne Drummond.—Mr. Hill.

QUESTIONS

(Questions answered orally are indicated by an asterisk.)

EMIGRATION OF BUILDING TRADE MECHANICS

Mr. HARRIS:

How many building trade mechanics left Canada for the British Isles during the years 1936, 1937, and 1938?

Mr. CRERAR: No information. Emigration statistics are not kept.

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"PRINCE" BOATS

Mr. HAYHURST:

1. Have any of the "Prince" boats been sold?
2. If so, what are their names?
3. When were they sold?
4. What price was received for each vessel?
5. What terms were granted to the purchaser in each case?
6. For what service are those remaining employed?

Mr. HOWE:

1. Yes.
2. (a) *Prince William*; (b) *Prince Henry* ("North Star").
3. (a) *Prince William* sold September 15th, 1937; (b) *Prince Henry* ("North Star") sold December 23, 1938.
4. (a) *Prince William*—\$3,500; (b) *Prince Henry* ("North Star")—\$500,000.
5. (a) *Prince William* terms—cash, railway to assume cost of drydocking; (b) *Prince Henry* ("North Star")—

The purchase price to be paid \$150,000 on delivery of the ship, \$50,000 on August 15, 1939, and \$25,000 on August 15th and December 31st in each year beginning with the year 1940, the last instalment to be paid not later than December 31, 1945. The purchaser to have the right to pay up the full amount of \$500,000 in larger instalments at any time. Any balance remaining unpaid from time to time is to bear interest at the rate of 4 per cent per annum from date of the delivery of the ship; such interest to be payable on December 31st in each year beginning with the year 1940 but all interest to be paid up not later than December 31, 1945.

Consumable stores on board to be taken over by the purchaser at current market prices at Halifax.

The ship is to be transferred to the purchaser free from all encumbrances and on the delivery of the bill of sale to the purchaser, the purchaser is to give security to the vendor in the form of a mortgage in appropriate terms which will include the unconditional guarantee of the Clarke Steamship Company. On payment of the amount of \$500,000 and interest, if any, in accordance with the above, or earlier, at the purchaser's option, the mortgage is to be discharged.