

2. What have the refit repairs to the Canadian cost each year since the outbreak of war?
3. In what condition is the Canada at present as regards efficiency for long steaming periods?

Hon. Mr. MACLEAN:

1. Yes.
2. 1914, nil; 1915-16, \$14,435.63; 1916-17, \$13,283.12; 1917-18, \$30,572.53; 1918-19, \$6,122.12.
3. This vessel is able to carry out long steaming periods at moderate speeds, but she is at present due for refit and cannot carry out long steaming periods at maximum speed.

CANADIAN TRAWLERS.

Mr. DELISLE:

1. How many Canadian trawlers were in the service of the Canadian Naval Department during the period of the war?
2. Were any of these trawlers built by the Polson Iron Works of Toronto?
3. If so, how many?
4. How much did each trawler cost?
5. What are their names?
6. What has been the refit cost of each of these trawlers built by the Polson Iron Works?
7. Have they at all times been ready for patrol service?
8. If not, what was the cause of the laying up during the summer of 1918?
9. Can a copy of the log of each trawler be obtained showing the number of hours these vessels did at sea?

Hon. Mr. MACLEAN:

1. Twelve.
2. Yes.
3. Six.
4. \$176,194.65.
5. Messines, Ypres, Vimy, St. Julien, St. Eloi, Festubert.
6. Cost of refits: Festubert, \$3,987.92; Messines, \$5,373.83; St. Eloi, \$3,987.70; St. Julien, \$3,960.34; Vimy, \$3,869.95; Ypres, \$5,705.58.
7. No.
8. Certain repairs were necessary to these vessels, the carrying out of which was protracted, due to the scarcity of labour prevailing at that time.

The repairs were due in part to the disaster of December 6, 1917.

As soon as repairs were completed the vessels were brought forward for service.

9. Yes.

S.S. PRINCE GEORGE.

Mr. SINCLAIR (Antigonish and Guysborough):

1. Did the Navy Department charter the Steamer Prince George in 1914?
2. If so, from whom?
3. What rate per month?

[Mr. Deslauriers.]

4. For what purpose was this steamer used?
5. How long was she in possession of the department?
6. What was the total cost to the department for charter, refitting, repairs and all other expenses during the time said ship was in the service of the department?

Hon. Mr. MACLEAN:

1. Yes, August 8, 1914.
2. Grand Trunk Pacific Railway.
3. \$500 per day.
4. Hospital ship on Pacific coast.
5. August 8th to September 23rd, 1914.
6. Charter, \$23,500; refit repairs, \$5,467.15; other expenses, \$18,602.37. Total, \$47,569.52.

SS. LOTTIE RUSSELL.

Mr. DUFF:

1. On what date was the steamer Lottie Russell chartered from Chas. Brinster & Sons, of Halifax?
2. How much has been paid for the use of the vessel to date of return to owners?
3. On what date was she returned to owners?
4. What service was she employed at?

Hon. Mr. MACLEAN:

1. July 7th, 1915.
2. Total hire to 7th February, 1919, \$14,800.
3. February 17th, 1919.
4. Gate vessel at Halifax.

SS. TUNA.

Mr. DUFF:

1. On what date was the steamer Tuna acquired by the Government?
2. What was the purchase price?
3. What did the refits and repairs cost from the date of her commissioning to the date she was sold?
4. To whom was she sold?
5. What was her sale price?
6. Did the Government own the Tuna at the date of her sale?
7. If so, on what date did the Government issue a cheque in payment?

Hon. Mr. MACLEAN:

- 1, 2 and 7. The vessel was donated by J. K. L. Ross to the Canadian Government and was taken over by the Naval Service Department on the 24th September, 1914.
3. \$44,885.
4. C. Brinster & Sons, Ltd.
5. It was sold as a hulk after machinery and fitting had been removed for \$800.
6. Yes.

NAVAL SERVICE PAY ADJUSTMENTS.

Mr. DUFF:

1. Are there any claims for pay or adjustments for pay for officers and men who have served in the Canadian Naval Service before the Navy Department at the present time?
2. If so, how many?
3. Is it the intention of the department to settle these claims?