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Government Has Big Shipbuilding Plans

Parliament Asked to Vote Another Thirty Millions for Construction; Forty-four Steel Ships Now Under Contract

Ottawa, May 8.—An important statement on the government shipbuilding programme was made by Hon. C. C. Ballantyne, minister of marine and naval affairs, who asked the house of commons this afternoon to vote another thirty million dollars for the construction of ships. He said there are now under contract in the shipyards of Canada from Halifax to Prince Rupert, forty-five steel ships for the government of Canada and twenty-five of them are to be placed in commission this year.

\$42,000,000 In Contracts.

The value of the contracts placed is forty-two millions and up to the end of August \$20,000,000 will have been paid out. In addition to the ships being constructed for the Canadian government, many are being built for the governments of other countries. At Victoria (B. C.), fifty wooden ships are being turned out for the French government at a cost of \$200 a ton deadweight. Mr. Ballantyne said prospects for the expansion of Canada's export trade were never brighter than at present and ships were absolutely necessary.

The government has placed contracts at \$180 to \$200 a ton deadweight which is \$25 a ton lower than the prices secured by the American government, said the minister. He added that all the plates used in the construction of the ships in Canada have been imported from the United States. Touching on the future policy of the government he announced that it had not yet been decided how many more ships would be ordered. The thirty millions he was asking for was to complete the contracts already let.

40,000 Men Employed.

He said there were thirty thousand men engaged in the shipyards of the Dominion and another ten thousand in Allied industries producing boilers, engines, etc. If the government ceased building ships, forty thousand men might be thrown out of employment. For that reason the government proposed to order additional ships to keep the yards busy throughout the year 1919 and probably during part of 1920, but they

ther, any who subsequently satisfied the terms of any legal conviction thereby become relieved of the disqualification provided by the act. Sir Sam Hughes—"Does this include all the defaulters under the justice and militia departments, the whole six clauses?" Mr. McElhen—"Yes."

Militia Auditor.

James A. Robb was told by the minister of militia that on Feb. 8, 1918, an order-in-council was passed providing for the appointment of a general auditor for the militia department responsible to the deputy-minister, but on May 22 of the same year the general auditor of the militia department was removed from the jurisdiction of that district and made responsible to and under control of the auditor-general. He was informed that the auditor appointed was Lieutenant-Colonel D. F. Pidgeon, who joined the C. E. F. on Aug. 10, 1914, as a lieutenant, was promoted to the rank of captain and served overseas twelve months, nine months of which he was in France. His salary was stated to be \$4,182, the same as the general auditor overseas. His previous occupation was a financial and real estate broker.

Another Domestic Loan.

Ottawa, May 8.—The leader of the opposition, Mr. McKenzie, complained in the course of the evening session of the

could not go on ordering ships because there will be a limit to everything and they were getting very near that point. The shipbuilders must not expect there would be many more government orders to fill, still he realized the Canadian shipbuilders could not compete with the world and the question of bonuses or production of some kind would have to be taken into consideration. The minister referred briefly to the sensational decline in the price of steel plates from 4½ to 2½ cents per pound since the armistice and said negotiations would be carried on with a view to the modification or cancellation of government contracts. A quarter of a million tons had been contracted for in the United States.

Disfranchise Defaulters.

Ottawa, May 8.—Hon. Arthur Meighen presented in the house this afternoon his bill to disfranchise defaulters under the M. S. A. The classes covered by the bill comprise all those who failed in their obligations under the act. They are disqualified in the following respects for a period of fifteen years:

1. From holding office under the Crown.
2. From being a member of parliament or a member of the senate.
3. From voting in any Dominion election.

The bill provides that any defaulters who have satisfied any conviction lawfully obtained and the punishment imposed, shall not be included. Nor are those included who came in under the amnesty proclamation of August last, nor any having been apprehended, actually served in the military forces. Fur-

house tonight, that demobilization of men in the naval service at Halifax was being delayed. The men, he said, asserted that they were simply being kept there by the officers as an excuse for the officers to retain themselves in office. The bill to appropriate \$850,000,000 for demobilization and other purposes was reported from committee shortly before midnight and now stands for final reading in the house. Sir Thomas White intimated that the government intended to float another domestic loan, probably in September. The amount was not stated.

AIRMAN TELLS HOW HE FLEW ACROSS ANDES MOUNTAINS

Washington, D. C., May 8.—Latin America rapidly is producing notable aviators. Every encouragement to flying is given by numerous private clubs that look upon aviation as a sport and as the solution of difficult problems of the transportation of mail, passengers and merchandise. Frequently only a few miles of air line separate two important towns between which communication except by wire is a matter of days, if not weeks. This is due to mountainous topography, lack of railways and the rough and winding character of the few roads and trails. These handicaps seem only to stimulate the young South American to greater feats in the air and the governments to overcome them by establishing regular service as a matter of business. Together these forces are working a development of aviation in South America of which North America has but little conception.

At the moment when interest in flying in centred on the proposed transatlantic trip from Newfoundland the particulars of the recent flight across the Andes of Lieutenant Dagoberto Godoy, of Chile, have come to the Pan-American Union for publication in its next bulletin. As the ocean adventure will be the greatest straightaway flight ever attempted, so was the accomplishment of the young Chilean aviator the breaking of the world's record for height in crossing mountain ranges. There are higher mountain chains than the Andes, but none, it is held, so difficult to cross by flying. To pass over the highest peaks has long been the ambition of Chilean and Argentinian aviators. The daring engineer, George Newberry, of Argentina, was the first to be killed at the foot of one of them in an attempt to accomplish the feat. Another Argentinian engineer, George Newberry, killed Lieutenant Zañ next got within a few miles of the divide and was forced to come to earth. Fluores, the popular Chilean flyer, failed in turn. Bradley and Zañ, two aeronauts of Argentina, a year ago crossed the Andes in a balloon and Luis C. Candelaria crossed the southern ridge at a height of 2,000 meters from Zapala to Cuenca still later in an airplane.

Godoy's flight was made from Santiago to Mendoza, a distance of 210 kilometers, in one hour and twenty-eight minutes at a height of 17,300 feet. He used a monoplane with a 110 horse power Le Rhone motor. No account of his victorious achievement can excel the description he gives of it himself in a contribution to the Bulletin, in which he says:

"At last I was to get a bird's-eye view of the peaks upon which I had so often gazed from the track of my airplane. The Bristol mounted into space for a time. I had not yet looked downward. I had to watch my altimeter, my compass, the regular throbs of the oil engine and the revolutions of the motor. I had to change the carburization continually and regulate the Le Rhone; and then, when my altimeter had passed the 17,000 feet, I looked downward. The mountain range stood out wonderfully clear; everywhere were canyons, immense black-mouthed valleys, gentle foothills and icy slopes. At the left Tupungato rose near me to my own height, or perhaps higher, like an enormous skyscraper, a magnificent yet graceful tower rearing itself toward heaven. On one side it had a long, gradual, almost horizontal slope, like a palm of the hand, white and frozen, but hospitable, inviting me to alight and linger. But the impression was fleeting. The Bristol told me I was going 180 or 190 kilometres an hour, hence the scenery altered rapidly. A moment later I crossed the frontier. My country was behind me; before me lay the sister nation and triumph—my slight but longed-for victory. At that moment the motor missed and nearly stopped. I guessed what was the matter. The automatic engine was

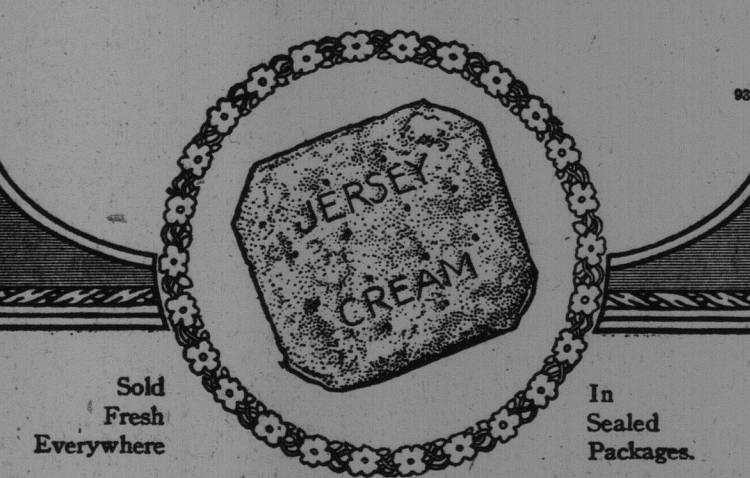
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not working and the gasoline couldn't reach the carburetor. I worked an instant and the engine and rotary started up again before the change had affected the apparatus. I had to land. So I lessened the supply of gas slightly and began to descend slowly. The needle, which had reached a maximum of 17,300 feet, gradually lowered. Then the battle began, which lasted perhaps three or four minutes. The plane seemed to be crazy. That morning there had been a wind storm on the Argentinian side. Perhaps that was the result of the cyclone. Then—calm again. And there in

the distance among the far away foothills, insignificant when contrasted with the huge bulks I had just left, rose the outline of the Mendoza, beyond the great plain, covered by a heavy veil of clouds.

NEGLECTED CHILDREN

The monthly meeting of the Children's Aid Society was held in the Children's Home last night. In the absence of the president, A. M. Belding, Mrs. D. McLellan, the vice-president, occupied the chair. Following the reading of the society's report, a discussion took place as to the need of a follow-up system in

the work. It was pointed out that this was necessary if justice was to be done to the cases brought to the attention of the society.

The monthly report of the agent showed that much of his time since the last meeting had been occupied by court work. As a result of one case a boy was sent to the Boys' Industrial Home on an indeterminate sentence. In another a man was committed to stand trial on a serious charge. Three children had been placed in foster homes during the month. Several complaints had been received of cases of child neglect in which investigations had been made.

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