

the close of navigation, it is not expected that they will be in commission before the opening of navigation, 1919.

The Wallace Shipyards, Limited, Vancouver, will also have a berth vacant in May. A contract has already been concluded with this Company for laying down a ship of 4,300 tons deadweight capacity. The material for this ship has been ordered and the Company undertake to prosecute the work vigorously and complete the vessel ready for commission before the end of the year.

The British American Shipbuilding Company of Welland, Ont., expect to have berths becoming vacant as follows: one in June, one in August, one in October and one in December. It is proposed to occupy these berths as they become vacant with the construction of ships of 3,000 tons deadweight capacity for which delivery is promised on the opening of navigation, 1919.

The Midland Shipbuilding Company of Midland, Ont., will have two berths vacant in November next. These will be occupied with the construction of two ships of 3,000 tons dead weight capacity each, for which delivery is promised early in the summer of 1919.

The Polson Iron Works, Limited, Toronto, represent that they will have four berths vacant in October next. It is proposed to occupy these with the construction of four steamers of 3,000 tons deadweight capacity each. Delivery of these ships is promised for the summer of 1919.

Canadian Allis-Chalmers, operating at Bridgeburg, Ontario, will have berths becoming vacant as follows: one in June, two in September and one in November. It is expected to place contracts with this company as the berths become vacant for steamers of 3,000 tons deadweight capacity each. Delivery of the first of these is expected before the close of navigation this year and of the balance during the summer of 1919.

The Davie Shipbuilding Company, Quebec, will have two berths available in August and two additional before the close of navigation. It is proposed to place contracts for these berths for ships of 5,100 tons deadweight capacity. Delivery of the first of these ships is expected in August, 1919, and the others before the close of navigation, 1919.

The Port Arthur Shipbuilding Company, Port Arthur, Ontario, will have two berths becoming vacant in July and two before the close of navigation. It is proposed to occupy these berths with ships of 3,000 tons deadweight capacity. Delivery of all of these vessels is expected on the opening of navigation, 1919.

Messrs. J. Coughlan & Son, Vancouver, B.C., are fully occupied in the construction of ships for the Imperial Munitions Board and are not likely to have any vacant berths during the present year. They expect, however, to have some berths become vacant early next year. As berths become vacant, it is proposed to occupy them in the construction of ships of 8,100 tons deadweight capacity.

On this programme of ship construction, the Marine Department is looking forward to have four steamers of the combined tonnage of 23,500 tons in commission before the end of the present year; and, while it is somewhat difficult so far in advance to accurately estimate the work that may be accomplished during the year 1919, it is fully expected that an additional 50 ships with an aggregate tonnage of 235,000 tons will be in commission.

The Government programme of construction contemplates the construction of three types of

vessels. One type will comprise vessels of 3,000 tons deadweight capacity. Another type 5,100 tons and another type ranging from 8,000 to 10,000 tons. The general features of these various types will be based on the latest types of standard cargo vessels adapted for bulk or general cargo with loading and discharging facilities in accordance with the best practice. The vessels will be designed to Lloyds highest class, the British Board of Trade and Canadian steamboat inspection requirements and will have a sea speed of 11 knots.

All arrangements have been concluded with the United States authorities for purchasing in that country all the steel plates, the boiler plates and sections required for carrying out the Government programme up to June, 1919. This steel has been purchased at the price fixed by the United States Government for the steel requirements of the United States Shipping Board. These prices are substantially lower than the prices Canadian shipbuilders have been obliged to pay from time to time during the past twelve months and represents a very large saving in the construction price of ships.

The purchase of this material in the United States was made necessary by reason of the fact that plates and shapes required for the construction of ships are not at the present time manufactured in Canada. The manufacture of all materials required for the construction of ships, more particularly plates and shapes is, however, under consideration by the Government and it is hoped that the materials for this purpose eventually will be manufactured in Canada.

I should like to express here this Government's appreciation of the assistance which was thus rendered by the Government of the United States in enabling 80,000 tons of steel to be purchased at the same price as that which is paid by the United States Shipping Board. Otherwise there would have been a greatly increased cost to this country.

Sir SAM HUGHES: I presume all the money required for our own shipbuilding will come through the ordinary channel, but may I ask, who furnishes the money for the Munitions Board? I understand it is guaranteed or paid by the Canadian Government on the security of Great Britain, but who controls it?

Sir ROBERT BORDEN: The British Government are paying for the ships; and they control their construction.

Sir SAM HUGHES: Yes, I know that.

Sir ROBERT BORDEN: The contracts have been placed by the Imperial Munitions Board and the British Government will make the payment. Provision for the money in the meantime will have to be made, as best it may, by efforts very largely on this side of the Atlantic.

Sir SAM HUGHES: By Canada?