

found that some American firms, in order to evade payment of the duty, were going to have their ships registered in Great Britain or Newfoundland, and then were going to bring them into Canada to engage in the coasting trade. In order to prevent this the parliament of Canada, six or seven years ago, passed legislation by which these vessels, although ships of British register, would be dutiable. Ships built in Great Britain are not dutiable when they come to Canada.

Mr. JAMESON. Is not the duty on ships constructed in Great Britain, brought to Canada and registered as Canadian shipping, 25 per cent ordinarily and, under the British preference, 15 per cent?

Mr. BRODEUR. No; they are free.

Mr. JAMESON. When was that change made?

Mr. BRODEUR. In 1902 or 1904. My hon. friend will find it in the statutes of one of those years.

Mr. ARTHURS. Was the general average of the Canadian tenders above or below the general average of the British tenders?

Mr. BRODEUR. Above.

Mr. FRASER. Canada is the pioneer in ice-breaking ships. The first ship that was put on this route was the 'Northern Light,' built about 1873 or 1875, largely as an experiment in that line of navigation. Afterwards this question was taken up by the Russian government and further developed. Then we had the 'Stanley' built by the late government. It was considered an up-to-date ship at that time, and one of the best ships that had been built for the ice-breaking service. She was followed by the building by this government of the 'Minto' and again by the latest addition to the service, the 'Earl Grey.' The 'Earl Grey' is the most up-to-date ice-breaker, not only in Canada, but also in the world. I understand that this government sent men to Russia to study the construction of ice-breaking ships there before they gave the contract for this work. I do not know anything about the letting of the contract. I am not prepared to discuss that point, but, speaking from experience, because I crossed the Straits on the 18th of this month after one of the severest winters we have had on the Atlantic coast for years, I am prepared to give the full measure of credit to this government for having built one of the best ships for ice-breaking service in the world. The 'Earl Grey' is giving us the best service that has been given up to this stage, and if she did cost about \$500,000 I think she is worth every cent of it. I am not prepared to say anything about how the contract was let, but I do say that that ship is worth all the money she cost. She is

finished in the very best manner inside and out, and is one of the strongest and best ships that could be provided for that work. The 'Stanley' and 'Minto,' her predecessors in this service, had a horse-power of less than 4,000, while this ship has a horse-power of about 7,000, or almost twice as much. In building a ship for ice-fighting there are two things that are specially required—strength and power. She has the power. She has 3,000 or perhaps 3,500 horse-power more than the other boats, and her strength is also proportionately greater. I am willing to give credit to the government for doing anything of this kind, and I think that the Minister of Marine and Fisheries, if he is soon to be translated to another sphere, will leave a monument to his good work in carrying out the terms of confederation. I only trust that he may remain with us a sufficient time to give us a sister ship to the 'Earl Grey.' It is the opinion of a great many people that if we had another ship we would have the best service we could get next to getting the tunnel, and I hope we will get that also in the course of time. This is a young country, and when the tunnel was first spoken of it was looked upon as a mighty project. I was reading in a newspaper to-night an account of the completion of a tunnel nine miles long in Switzerland at a cost of only \$20,000,000. If we could demonstrate to the Minister of Public Works that we could get the tunnel built for \$20,000,000 I do not think there is a member in this House who would oppose it. But, at the present time we are only asking that a survey be made to ascertain what the cost will be.

Mr. DANIEL. How long will the tunnel be?

Mr. FRASER. About nine miles, and, as I say, I was reading in the newspapers only to-night about a tunnel which they finished recently in Switzerland nine miles long at a cost of \$20,000,000.

Mr. SPROULE. If I understood the statement of the hon. gentleman correctly, it was to the effect that the two special advantages of the 'Earl Grey' were her strength and power?

Mr. FRASER. Yes.

Mr. SPROULE. Is there any reason why a vessel could not be built just as strongly here as in England, or why you could not put as great horse-power in her here as in England? I think there is none.

Mr. CHISHOLM (Antigonish). We are just coming to that.

Mr. SPROULE. The remark was made by the hon. member for Pictou (Mr. Macdonald) that it was a palpable absurdity to think that you could do it, and before he sat down he was in favour of everything of