

Great Lakes Shipping

vessels, that fitting of radiotelephone be made compulsory, and that telephone communication should be fitted between bridge and engine room. The Department of Transport had already approached the Dominion Marine association, which represents the majority of owners of lake ships, with a view to having this recommendation acted upon. This recommendation applied only to some vessels, because in most cases the ship barometer was so placed as to be readily accessible to the officer on duty on the bridge.

In regard to the *Anna C. Minch*, the vessel disappeared on or about November 12, 1940, with the loss of all hands. The wreck of the vessel was located and inspected by a diver who found a large hole in her port side, twenty feet wide and extending from bilge to deck, caused obviously by collision with some other vessel, probably the *William B. Davock* which disappeared about the same time. The *William B. Davock* is of United States registry.

The court found that the loss of the vessel can be attributed only to the severe storm and the probability that she came in collision with another vessel, thought to be the *William B. Davock*. No blame was attached to the owners or managers of the vessel. The court recommended that all lake vessels be required to carry wireless telephone equipment. Vessels of this type and size are not required to carry wireless.

Under the Canada Shipping Act, 1934, only cargo vessels of 5,000 tons gross tonnage and upward, going on any voyage of two hundred, or over, nautical miles from one place to another place, are required to carry radio transmitting apparatus. These two vessels were less than 5,000 tons. The question of enlarging the scope of the act was under consideration. During the past season of navigation on the great lakes, 129 ships were equipped with radio, of which 108 had radiotelephone equipment.

The question of developing suitable radiotelephone communication facilities on the great lakes has been under investigation by the radio division of the Department of Transport in collaboration with officers of the United States administration for some time. The Canada Shipping Act would require to be amended in order to make radio equipment compulsory.

These recommendations are at present receiving due consideration.

[Mr. Cardin.]

SCRAP IRON

REPORTED MOVING OF DOMINION BRIDGE FURNACES
AND ROLLING MILLS FROM CALGARY PLANT
TO VANCOUVER

On the orders of the day:

Mr. C. E. JOHNSTON (Bow River): Mr. Speaker, I would draw the attention of the Minister of Munitions and Supply to a question I asked on May 22 with respect to the intention of the Dominion Bridge company to move its plant from Calgary to Vancouver. Could the minister give the house an explanation with regard to that unfortunate situation?

Hon. C. D. HOWE (Minister of Munitions and Supply): Permission to move the plant of the Dominion Bridge company from Calgary to Vancouver was recommended some two or three weeks ago by the steel controller. I believe the plant in Calgary has not been operating for eleven years. It seems to be of no value to the war effort in its present location, and it was recommended to me that the plant be moved to Vancouver. Government assistance in the moving of the plant was not asked, other than the usual declaration that it is being moved for war purposes, thereby allowing the company to present its case for consideration of the war contracts depreciation board. That declaration was granted, and the government has no further part in the transaction.

Mr. JOHNSTON (Bow River): Will depreciation on that plant be allowed?

Mr. HOWE: That is a matter for the war contracts depreciation board to consider. The board will have to decide as to what if any depreciation is permissible. The Department of Munitions and Supply is not assisting the company financially.

Mr. JOHNSTON (Bow River): Could not use be made of that plant in Calgary?

Mr. HOWE: I cannot say as to that, but I could point out that it has been there eleven years without being used.

Mr. JOHNSTON (Bow River): We have been trying to get it in operation for the last six months, and have not made any progress.

CONSCIENTIOUS OBJECTORS

LABOUR SERVICE IN LIEU OF MILITARY TRAINING—
APPLICATION TO MENNONITES AND
DOUKHOBORS

On the orders of the day:

Hon. J. G. GARDINER (Minister of National War Services):—Mr. Speaker, I should like to make a statement on a matter having to do with national war services.