

Mr. R. L. BORDEN. \$250,000 was mentioned as the purchase price; I do not know whether that is correct or not.

Sir WILFRID LAURIER. £50,000.

Mr. BLAIN. Where was this vessel constructed, and from whom is it agreed to purchase?

Sir WILFRID LAURIER. It was purchased from the Admiralty. It is one of the war vessels, and it is to do service in the waters of British Columbia.

Mr. BOYCE. Is it not a discarded vessel?

Sir WILFRID LAURIER. No.

Mr. R. L. BORDEN. What kind of a vessel is it? I do not understand that it really is a vessel of any fighting value.

Sir WILFRID LAURIER. I have the information somewhere, and I will come back to it later on.

Mr. R. L. BORDEN. Very good. I would like to know who is correct, the Prime Minister, at page 3049 of 'Hansard', or the Minister of Militia and Defence, at page 3413. One puts the cost of the naval fleet and establishment at \$4,253,000 and the other at \$3,680,000. The difference between these two amounts is \$573,000, enough to pay the interest on something over \$15,000,000. Surely there must be some way of finding out who is right, and who is wrong. Both cannot be right, but, of course, both may be wrong.

Sir WILFRID LAURIER. My hon. friend (Sir Frederick Borden) is always right. I am likely to be the one that is wrong.

Mr. R. L. BORDEN. Are we to take that for granted?

Sir WILFRID LAURIER. Until further orders—yes.

Mr. R. L. BORDEN. But we want to know.

Sir WILFRID LAURIER. My hon. friend (Sir Frederick Borden) will have the information in a moment.

Mr. DANIEL. I have the information to which I referred, and I find it in a publication called 'Fighting Ships, 1907', by Jane, I have no doubt the book is familiar to those who are acquainted with admiralty and naval affairs, and it refers to the earlier Diadem class, which consists of four ships—the 'Diadem', 'Niobe', 'Europa' and 'Andromeda'. A foot note with regard to the coal consumption of these vessels is as follows:

Coal consumption. These ships all burn more per indicated horse-power than the

older Diadem, and at 16,500 horse-power consume 15 to 17 tons an hour.

Sir WILFRID LAURIER. I have my own information somewhere, but I have so much I cannot lay my hand on it at the moment.

Mr. BLAIN. The minister did not commence very well in reference to having this money expended in Canada or these vessels constructed here. This seems to be one of the smaller type of vessels, and if he intends having the larger vessels later on constructed in Canada, I hope he will not take this as a precedent, because vessels of this class could be constructed in Canada, the wages paid to Canadian workmen, and the material procured in Canada.

Sir WILFRID LAURIER. Very good, I will take a note of that.

Mr. R. L. BORDEN. I observe that the Minister of Marine and Fisheries at the conference of 1907, as reported at page 141 of the English Blue-book said:

We have taken over, or are going to take over, the Halifax and Esquimalt dockyards—in fact we are in possession already from the 1st January of the Halifax dockyards. I do not know exactly how much those dockyards were costing the British admiralty—or the one at Halifax, but I may say we have assumed all the obligations in connection with those dockyards, and we have provided specially that the amount which the British admiralty was to pay as an annual subscription to the graving dock at Halifax would be paid by us instead of by the British admiralty.

So far as the dockyards at Halifax are concerned, I have observed in the report that it is used at present altogether for storing supplies. I think my hon. friend from Victoria described it as a glorified junk shop. Is it the fact that the Canadian government are paying the amount that would otherwise be paid by the British admiralty on account of these dockyards?

Sir WILFRID LAURIER. I am informed negotiations have not been completed yet.

Mr. R. L. BORDEN. But there was nothing said about any negotiations. The words are:

We have assumed all obligations in connection with those dockyards, and we have provided specially that the amount which the British admiralty was to pay as an annual subscription to the graving dock at Halifax would be paid by us instead of by the British admiralty.

That was the reason put forward at the conference of 1907 for doing nothing, a direct statement of fact, and I am endeavouring to ascertain whether that statement of fact is true or not true.