

too strongly the absolute, urgent, vital necessity of increased production of food in Canada during this year and next year. I absolutely agree with what my right hon. friend said a moment ago, that the issue of this war may depend upon food production in the United States and in Canada, and I hope that every member of this Parliament, everyone within sound of my voice, will lend his aid and his influence to this all-important movement in order that the purposes of the Allied nations may thereby be assisted, and, I hope, rendered triumphant.

Some hon. MEMBERS: Hear, hear.

Sir ROBERT BORDEN: Further, with regard to food conservation, Mr. Hanna, about the time that he resigned his duties as Food Controller, made a very elaborate report of his work up to that time. I shall not pause to dwell upon it; it will be laid upon the table of the House in the near future. Mr. Hanna brought to a very difficult task, indeed, an unusual energy and great ability. I am confident that hon. members, when they read his report, will have, perhaps, a greater appreciation of the work performed during his tenure of that office.

Now, I come next to the question of shipbuilding, and for this reason, that, although we may raise troops, and although we may provide food, nevertheless the troops cannot be transported overseas to perform their service, and the food cannot be made available for Great Britain and the Allied nations unless there are means of transportation across the Atlantic. Before alluding to what the present Government has done in its shipbuilding policy, the House will be interested to know what has been accomplished by the British Government through the Imperial Munitions Board, and what work is now being carried on. The Imperial Munitions Board have undertaken to construct—and I believe all these ships are now under construction—43 steel ships of a tonnage of 211,300 dead weight, and 46 wooden ships of a tonnage of 128,800 dead weight. The cost of the steel ships is \$40,000,000; the cost of the wooden ships is \$24,500,000, or \$64,500,000 altogether. The total number of ships is 89, and the total tonnage is 340,100. The first vessel, a wooden vessel, will be launched in the month of May and will be put immediately into commission.

I have asked the Minister of the Naval Service to give me a memorandum of what has been done in carrying out the policy upon which the present Administration embarked last autumn. An appropriation of

[Sir Robert Borden.]

\$25,000,000 has been authorized, so far as Council was able to authorize it, for the present year, and the memorandum which I shall take the liberty of reading to the House is as follows:

Referring to the recently announced policy of ship construction undertaken on behalf of the Government by this Department, the intention is to confine at present the awarding of contracts for the construction of steel ships to yards already established and actually engaged in constructing steel ships. The yards equipped and at present engaged in constructing steel ships are as follows:—

Canadian Vickers Limited, Montreal, Que.
 Davie Shipbuilding Company, Quebec.
 Kingston Shipbuilding Company, Kingston, Ont.
 Collingwood Shipbuilding Company, Collingwood, Ont.
 Polson Iron Works, Limited, Toronto, Ont.
 Dominion Shipbuilding Company, Toronto, Ont.
 Midland Shipbuilding Company, Midland, Ont.
 Port Arthur Shipbuilding Company, Port Arthur, Ont.
 British American Shipbuilding Company, Welland, Ont.
 Canadian Allis-Chalmers Company, Bridgeburg, Ont.

Wallace Shipyards, Limited, Vancouver, B. C.
 J. Coughlan and Son, Vancouver, B. C.
 The estimated combined capacity of these several yards is approximately 250,000 tons per year. All of these yards with the exception of the Kingston Shipbuilding Company are at the present time fully occupied in constructing ships for the Imperial Munitions Board or for the Government. As the ships under contract for the Imperial Munitions Board are completed and the building berths become vacant, they are to be immediately occupied by the Government.

When the Government launched its programme of shipbuilding, two berths only at the yards throughout Canada, were vacant, one of these was at the yard of Canadian Vickers, Limited, Montreal and one at the Collingwood Shipbuilding Company's yard.

A contract has been placed with Canadian Vickers, Limited for the construction of a steel vessel of 4,300 tons deadweight capacity, the keel of which has already been laid and considerable construction work begun as well.

A contract has already been concluded with the Collingwood Shipbuilding Company's yard for a ship of 3,750 tons deadweight capacity, the materials for which are in the course of delivery. Both of these vessels will be in commission before the close of navigation next fall.

The next building berth to become vacant will be in May next at Canadian Vickers, Limited. On this berth it is proposed to lay down a ship of 8,100 tons deadweight capacity, which vessel will also be completed and in commission before the end of the year.

Two berths will become vacant at the Collingwood Shipbuilding Company's yard at a later date in May. These berths will be at once occupied with ships of 3,000 tons deadweight capacity each, for which the material is now under order. While the builders hold out hope that these vessels may be ready before