

has not been brought before parliament, but I am glad my hon. friends have given me this opportunity to show what we have done. When I have given the facts, I think he will be satisfied that we are doing everything possible to aid the Kingston industry. We have asked for tenders for three ships lately. One of these, the 'Estevan,' was to be used on the Pacific coast. Another was the 'Bellechasse,' and another the 'Dollard.'

Mr. CROSBY. What size are these vessels?

Mr. BRODEUR. The 'Estevan' is 200 feet long, and the 'Bellechasse' 160 feet.

Mr. CROSBY. Where is the 'Bellechasse' for?

Mr. BRODEUR. For the ship channel of the St. Lawrence. As the 'Estevan' was to be used on the British Columbia coast, we provided that she should be delivered there. The Collingwood Shipbuilding Company tendered, undertaking to deliver the vessel on the Pacific coast and offered a better price than the other Canadian tenderer, the British Columbia Marine Railway Company of Victoria. The tender of this latter firm was \$455,000, while the Collingwood Shipbuilding Company undertook to build the vessel and deliver her at Victoria for \$260,000, or almost sixty per cent less.

The lowest British tender was that of Dobson & Company of Newcastle-on-Tyne, \$201,000, delivered at Victoria. Well, it is not more expensive for a British firm to deliver at Victoria than on the Great Lakes, perhaps not as expensive. But this firm did not send a deposit cheque, and we could not accept it. The second tender was Bow McLachlan & Co., \$219,000. Then Fleming & Ferguson, \$236,000; Campbell & Laird, Birkenhead, \$227,000; Swan & Hunter, \$253,000; McMillan, \$243,000; Vickers Sons & Maxim, \$267,000; Fleming & Ferguson, \$236,000 were much lower than the Collingwood Shipbuilding Company at \$260,000. We gave the contract to the latter company, because we wished to encourage Canadian shipbuilding. The British firm have no duty to pay upon ships, whereas Canadian builders have to import a certain quantity of goods from the other side upon which they have to pay a duty of from twenty to thirty per cent. We thought under the circumstances we should encourage this Canadian shipbuilding company, and we gave the contract for \$260,000 to the Collingwood Shipbuilding Company.

Mr. SPROULE. If the Collingwood Company were under the same agreement to deliver the vessel at Victoria you were giving the British firm a financial advantage.

Mr. BRODEUR.

Mr. BRODEUR. Dobson & Company tendered for \$204,000. For delivery at Victoria there was added £3,000, that makes \$219,000. We gave the contract to the Collingwood Company for \$260,000. Now take Swan & Hunter, a very reputable firm, they tendered for \$233,000, and they added \$4,000 for delivery at Victoria, that would make \$237,000.

Mr. ARMSTRONG. Would the minister give us the difference between the price paid to the Maxim people and the lowest tender on the 'Earl Grey'?

Mr. BRODEUR. I have not got the figures here. The 'Earl Grey' was built three years ago, and I did not expect this question would be brought up to-night. But here are the actual facts. Here are the contracts which have been made. Here is one made on the 24th of January, 1911.

Mr. CROSBY. Did you ask a Halifax firm to tender?

Mr. BRODEUR. I believe Mr. Brookfield is a very reputable firm, but he has never tendered. Now, take another ship for which an Order in Council was passed on the 25th of February 1911, the 'Bellechasse,' which is going to be engaged in the survey of the St. Lawrence. On this ship we had several tenders. We had Charline & Company, \$97,000, but no deposit cheque. McLachlan & Co., Paisley, \$123,285. In that case again it was provided that the ship should be delivered in Canada. It has always been the policy of the department to encourage the construction of ships in Canada, and we have done so in all cases where the tenders justified us. Then Thornycroft, a very good firm, tendered for \$138,681. Fairfield tendered for \$136,000. The Polson Iron Works tendered for \$178,000, and we gave the contract to a Canadian firm, the Kingston Shipbuilding Company. There were some other British firms who tendered, and their tenders were higher than that of the Canadian firm. The Palmer Shipbuilding Company, The Ferguson Company and Vickers, Sons & Maxim tendered at a higher figure.

Mr. DANIEL. Was the vessel to be delivered in Canada?

Mr. BRODEUR. All with the condition attached that the vessel was to be delivered in Canada. Vickers, Sons & Maxim's price was \$154,000 delivered at Quebec.

Mr. JAMESON. Is there any duty chargeable on these ships?

Mr. BRODEUR. There are no duties. British ships coming into Canada to engage in the coasting trade are not dutiable, except under a provision that we adopted some years ago, that ships registered but not built in Great Britain are dutiable. We