

- McKenzie Barge & Derrick Co. Ltd., British Columbia.
- Newcastle Shipbuilding Co. Ltd., British Columbia.
- Prince Rupert Drydock Co. Ltd., British Columbia.
- Star Shipyard (Mercer's) Ltd., British Columbia.
- Vancouver Shipyards Ltd., British Columbia.
- Victoria Motor Boat Co. Ltd., British Columbia.
- A. J. Jones Ltd., British Columbia.

4. Government-owned outfitting yard operated by Anglo-Canadian Pulp & Paper Mills Ltd., Shipbuilding Division, province of Quebec.
- Government-owned outfitting yard operated by Carter-Halls Aldinger Co. Limited, Ontario.
- Government-owned outfitting yard operated by Canadian Comstock Co. Limited, New Brunswick.
5. Assuming that "these" refers to the yards spoken of in Question 1, the answer is:
 - Four, as follows:
 - Toronto Shipbuilding Company Limited, Ontario.
 - Quebec Shipyards Limited, province of Quebec, supervising the operations of Morton Engineering & Drydock Company, Geo. T. Davie & Sons Ltd., and the outfitting yard operated by Anglo-Canadian Pulp & Paper Mills Limited, Shipbuilding Division.
 - Government-owned outfitting yard operated by Carter-Halls Aldinger Co. Limited, Ontario.
 - Government-owned outfitting yard operated by Canadian Comstock Co. Limited, New Brunswick.
6. All other companies are privately owned. Names of directorates of each company are not known.
7. From such tentative figures as are available, it appears that the most expensive ship at United Shipyards Limited exceeded the cost of the most expensive ship in any of the privately-owned yards. Also it appears that later ships at United Shipyards Limited are not costing more than the cost in some privately-owned yards. See also the minister's statement on ship costs, pages 759, 760 and 761, daily *Hansard* of February 22, 1944.
8. Three yards have been building 4,700-ton ships. Two of these are privately-owned and operated and in the case of the third, the plant is owned by the government but operated by a private company on a fee basis. From tentative figures available it

appears that the costs in the government-owned plant are higher than in the other two yards. We have reason to believe that later ships in the government-owned yard will not cost more than ships built at the same date in the privately-owned yards. It should be considered that the company operating the government-owned plant on a fee basis is producing these 4,700-ton ships in about one-half the number of days taken by the other two yards. See also the minister's statement on ship costs, pages 759, 760 and 761, daily *Hansard*, February 22, 1944.

9. The differential cannot now be determined. See answers to questions 7 and 8.

Note: It should be noted that the first six questions asked refer to *Votes and Proceedings*, page 776, dated the 26th of January, 1944, and have reference to yards employed on naval work only, and do not include any of the yards employed on cargo work. In the *Votes and Proceedings* the 14 yards are specifically mentioned as presently engaged on naval ships.

Questions 7, 8 and 9 refer to cargo ships being built in other yards, some of which are government-owned.

WHEAT USED BY MILLERS

Mr. ROSS (Souris):

1. How many bushels of wheat were used by millers of Canada during each of the years 1942 and 1943?
2. What was the actual cost per bushel to the miller?
3. What amount per bushel was taken care of by government subsidy in each year?
4. What is the government subsidy at present allowed per bushel for wheat used by millers?

Mr. MacKINNON (Edmonton West):

1. 1942—93,134,762 bushels; 1943—108,448,431 bushels.
2. No information.
3. Per bushel amount by months:

	Crop year 1942-43	
	Spring wheat Cents per bu.	Durum wheat Cents per bu.
August	11½	11½
September	12½	14½
October	12½	17½
November	13½	18½
December	13½	13½
January	13½	18½
February	13½	26½
March	19½	37½
April	21½	31½
May	21½	32½
June	24½	32½
July	31½	36½