

CANADIAN NAVAL SERVICE—*Con.*

protection of the dockyards of the Imperial Government, 1672. Opposition scored for defeat of Naval Bill of 1913, 1672-4. Therefore, I say to my hon. friend from Pictou that when he asks why this country is not doing her duty in the matter of defence upon the seas, I say: ask your leader and your party, and ask the Liberal majority in the Senate. That is the answer I give, 1675. Enlisting men to form naval brigade referred to, 1675-8. The hon. gentleman says that we to-day have no means of defence. Reference made to the British Navy, a navy to which we have never contributed a single dollar and which the hon. gentlemen opposite prevented us from contributing to most substantially in 1913, 1678. Reasons given for *Niobe* being laid aside, 1679. Since the war broke out the Naval Department has done a great deal of work in connection with other matters. Certain men were sent by us to England, and of these I will give a brief statement, 1680-3.

Macdonald, E. M. (Pictou)—1667.

This motion which I have submitted to-night is for the purpose of drawing the attention of the House and of the country to the fact that the time has arrived when something ought to be done, 1667. The only available boat we had was being dismantled; for what purpose I do not know, and I would like the Minister of the Naval Service to tell us, 1668. Let us see what the public records say as to what can be done in Canada, 1669-70. Further remarks on closing debate, 1697-1703.

Pugsley, Hon. Wm. (St. John City)—1683.

The condition of the *Niobe* at the breaking out of war referred to, 1684-5. The attitude of the Liberal party defended on defeat of Naval Bill in 1913, 1685-9.

Wilcox, O. J. (Essex North)—1697.

The Government side committed themselves to a policy of strengthening the naval defence of the Empire, and the Liberal party said that should not be done, and that was the position that the Nationalists took also. So, on this question, they sleep in the same bed, 1697.

CANADIAN NORTHERN RAILWAY.

Attention called to provision in Act of 1914.—*Mr. Pugsley*, 2648.

CANADIAN NORTHERN AND GRAND TRUNK PACIFIC RAILWAYS.

Documents in connection with proposed loan laid upon the table.—*Sir Thomas White*, 3345-6.

CANADIAN NORTHERN AND GRAND TRUNK PACIFIC RAILWAYS.

Statement respecting proposed loan.—*Sir Thomas White*, 3563.

CANADIAN NORTHERN AND GRAND TRUNK PACIFIC RAILWAY—*Con.*

Remarks:

Borden, Sir Robert (Prime Minister)—3577-9.

Graham, Hon. G. P. (Renfrew South)—3574-7.

Lemieux, Hon. R. (Rouville)—3586.

Macdonald, E. M. (Pictou)—3580-1.

Pugsley, Hon. Wm. (St. John City)—3581-6.

Turriff, J. G. (Assiniboia)—3579-80.

White, Sir Thomas (Minister of Finance)—3563-74.

CANADIAN RED CROSS SOCIETY.

House in committee on Bill No. 48.—*Sir Robert Borden*, 2014.

C.N.R.—SNOW BLOCKADE ON ESTEVAN CARLYLE LINE.

Attention called to telegram which is read.—*Mr. Turriff*, 2647.

CANADA'S SHARE OF WAR EXPENDITURE.

Inquiry—*Mr. Pugsley*, 39.

Pugsley, Hon. Wm. (St. John City), 39.

I desire to know whether all the expense of ammunition, guns, equipment, etc., is to be borne by the Government of Canada, or what the arrangement is, 39.

White, Sir Thomas (Minister of Finance), 39.

In a general way, I may say to my hon. friend that the Government of Canada is bearing the entire expense of Canada's participation in the war, 39-40.

CANADA SHIPPING ACT AMENDMENT.

Motion for second reading of Bill No. 21.—*Mr. Sinclair*, 1300.

Sinclair, J. H. (Guysborough)—1300.

The law relating to coasting and a poem by Joseph Howe on the coaster referred to, 1301-02. What I am asking for is that a captain holding a coasting license be allowed to trade with South America, and go through the Panama canal, and be free to do business in the ports of the Pacific coast, 1393. The restriction apparently was made owing to the whim of some one in the office of the Department of Marine and Fisheries, and it is difficult to understand why it has been allowed to remain in the Canada Shipping Act for so many years, seeing that it has done so much damage to the shipping business of this country, 1304. If this country is ever to become a great commercial country we must encourage our people to build and own ships to carry our products to the markets of the world. That is why I consider this matter important and why I have persisted for the last four years or more in bringing it almost yearly to the attention of Parliament, 1305.