

boats, and the horse-power of their engines.

Mr. BRODEUR. They are very powerful boats, and have always been carrying on the work successfully. We have an officer there to supervise the work, and he has always reported that the work was perfectly well done by these different tugs.

Mr. SPROULE. I have heard the very opposite report. If I knew the horse-power of these boats I could have some judgment as to their working capacity.

Mr. BRODEUR. I can supply information as to the size of the tugs. The department has never received complaints from any ship owner stating that work was not properly carried on. On the contrary, we have received resolutions from public bodies congratulating the department upon the work which was being done there.

Mr. SPROULE. The minister always has enough friends there, who are financially and otherwise interested, to get up these resolutions. I am told that the whole business is controlled practically by the son-in-law of the hon. member for Rainy River (Mr. Conmee), and that the Bowman firm has been exploiting the treasury for their own benefit in several of these cases. A few of them have these boats there and, as a general thing, it has been claimed that whenever a notice is put up for any tender there are certain provisions put in which practically make it impossible for any outsider to come in and tender for this service. At one time there is one reason and at another time another. I remember one some years ago. The boats must be there at a given time, they must be owned by parties in the place and they could not be brought from the outside because it was at a season of the year when it would be impossible to bring any boats in. The result is that the boats owned in the place are the only ones available, the same parties get the contract because nobody else can tender. I have no doubt that when new tenders are called for there will be, the same ingenious device so that the contract always goes to the same parties and practically at their own figures.

Mr. BRODEUR. The only restriction which is being made is that they must be Canadian vessels; otherwise, so long as vessels are powerful enough to carry out the work we give them an opportunity. It is important that these vessels should be powerful.

Mr. SPROULE. I am told that these 'powerful' vessels are small tugs that are working around the harbour. I am told that by people who have lived there for the

last twenty years, who ought to know, and who, to my knowledge and belief, are perfectly reliable and truthful men.

Mr. BRODEUR. The reports in the department generally go to prove that the contract is being properly carried out, that the ice is removed so completely that there is not the least obstruction to vessels going in there.

Mr. SPROULE. I saw an account in the papers not longer ago than the present session, that a boat was breaking the ice around the harbour, but that she was making very poor progress with it, notwithstanding the fact that the ice was not thick then. I would like to know something about the horse-power of these boats, and then I would have some idea of what their capacity is. It might be a rat power for all we know, if we are merely to accept the statement that they are powerful boats.

Mr. ARTHURS. Has the minister any good reason why the harbours of Midland and Tiffin are selected, and why other harbours on the Georgian bay are not treated in the same way?

Mr. BRODEUR. They are the two ports where the largest shipments of grain take place at the beginning of the winter.

Mr. ARTHURS. That was not true five years ago at the time the work was entered into.

Mr. BRODEUR. That was left to the Dominion Marine Association. It is only two years ago that we commenced this work at Midland and Tiffin. We began first by making a contract for breaking the ice in Thunder bay. Later on the suggestion was made, I think by the hon. member for East Grey (Mr. Sproule), that we should also provide for those vessels being able to come into the Georgian bay, and as a result of those representations we decided to enter into a small contract for the purpose of seeing that Midland and Tiffin were also kept free from ice at the opening of the season.

Mr. SPROULE. Then I understand that the minister will give us at a later date the number of these boats, the horse-power of each, and who owns them?

Mr. BRODEUR. Yes, I will give that.

Signal Service—\$12,000.

Mr. BRODEUR. This service is maintained for the purpose of reporting ships at various points.

To provide for the administration of pilotage and maintenance and repairs to steamer 'Eureka,' \$35,000.