

ister did not make an effort to have this boat built at Collingwood, and we can hardly take him seriously when he says he is desirous of giving the work to Canadian firms.

Mr. MACDONALD (Pictou). I do not think that any one who has looked at this question with any degree of care could take much stock in the proposition that a boat of the type of the 'Earl Grey' could be constructed in the upper lakes and brought down to the Atlantic ocean. I am quite aware that at Collingwood there is a splendidly equipped shipbuilding plant which has turned out many vessels of most satisfactory type and that nothing can be said against the capability of that plant to build vessels. The construction of the 'Earl Grey,' however, was a peculiar proposition, in that it involved the carrying out of the terms of confederation in regard to the maintenance of continuous navigation between the mainland and the island of Prince Edward. To say, as the hon. member for Grenville says, that a vessel of the type of the 'Earl Grey,' as she is known to the hon. member for Halifax (Mr. Crosby) and the members for Prince Edward Island, could have been built, and then cut in two and then brought down the canals and then meet the ice conditions in the Gulf of St. Lawrence is to my mind, an absurdity. But that is not the main point. Every one agrees that, in the past, we have had to go to Great Britain to get our vessels built. But I think the time has come in Canada when we should not be obliged to go to England for our vessels; they can be constructed here in Canada. They can be constructed in Collingwood or in other plants on the upper lakes, and in Halifax and Pictou counties we have plants in which vessels have been constructed, and where, if the minister carries out the policy he has expressed a desire to carry out, we can construct all the vessels required for the fisheries protection and lighthouse services.

Mr. BRODEUR. And the naval service too.

Mr. MACDONALD (Pictou). I was just going to refer to that. The policy of the minister in that regard has been shown by the fact that in connection with the ships of the navy it is rendered absolutely essential that these should be constructed in Canada. Let me point out one difficulty that arises through the construction of vessels in England. Machinery of a patented kind is prescribed very often, and in vessels constructed in Great Britain conditions are sometimes established in regard to the draught of the boilers suitable peculiarly for the use of Welsh coal, the highest type of coal, and which, to a certain

extent, interfere with the use of Canadian coal. There are peculiarities in connection with the engine and all the motive parts of the steamer, which compel the government to send these vessels back to Great Britain to be repaired. There is no reason why vessels should be so made that they must go to Great Britain for repairs. They ought to be repaired here. And, in view of the development here of the iron and steel industry and attendant manufactures, I strongly join in supporting the proposition that, in all our services requiring vessels for any purpose whatever, we should give a preference to their construction in Canada.

Mr. BRODEUR. On this question I have already expressed myself strongly in favour of the construction of ships in Canada. We have carried out that policy in all cases where conditions would permit. In every instance, where vessels are required public tenders have been called for, and one of the provisions of the contract is that the vessel should be delivered in Canada. Why make this condition? In order to give the Canadian builder an advantage over the British builder or any other. In that way, they were obliged to arrange for the delivery of the ship in Canada. My hon. friend from Halifax (Mr. Crosby) stated a few minutes ago that in the case of the 'Earl Grey' that we should have given opportunity to the builders in the east to tender. As a matter of fact, they were given every opportunity possible. And we went further. In the case of the 'Earl Grey' it was provided that she was to be delivered either in Halifax or in Charlottetown. Therefore, the Halifax shipbuilder had an opportunity to tender at an advantage over all other builders. Now, as to building ships on the Great Lakes, let me give the committee facts which will show how anxious the department and the government are to do something for this important industry at Collingwood, Toronto and now at Kingston—because another industry is being established in Kingston. I believe there was an industry of this kind on Lake Erie, but I think it is not in operation now; at any rate, they have never tendered upon any ships for which we offered contracts.

Mr. WILSON (Lennox). What is the name of the firm in Kingston?

Mr. BRODEUR. The Kingston Shipbuilding Company.

Mr. SPROULE. They are only talking about organizing that, I think.

Mr. BRODEUR. No, we have contracts with them. That is a fact of which my hon. friend probably is not aware. It