

interviews with many of them when I was in England in 1918.

"You are aware that, as a result of our shipbuilding programme, the Dominion Steel Corporation was given a very large contract for ship plates. We want business, and as it is necessary to be as self-contained as possible, the government thought it well to enter into the large contract it did with the Dominion Steel Corporation. That corporation has erected a large mill at Sydney, N.S., at a cost of \$5,000,000. It is a very modern mill, and it hopes to turn out ship plates at the end of February."

The Minister of Railways and Canals' Speech.

Hon. J. D. Reid said:—"I can remember well the ships that passed through Welland and St. Lawrence Canals in the earlier days. They were probably of about 1,000 or 1,200 tons. They ran between Port Arthur and Montreal, and between Chicago and Montreal. We used to think they were great vessels. However, a short time afterwards public opinion, and the marine men themselves, decided that ships of that type were useless, that they would have to build larger ones and on the advice of the marine men submitting the class of ship that was required—the large ships that were required to travel between

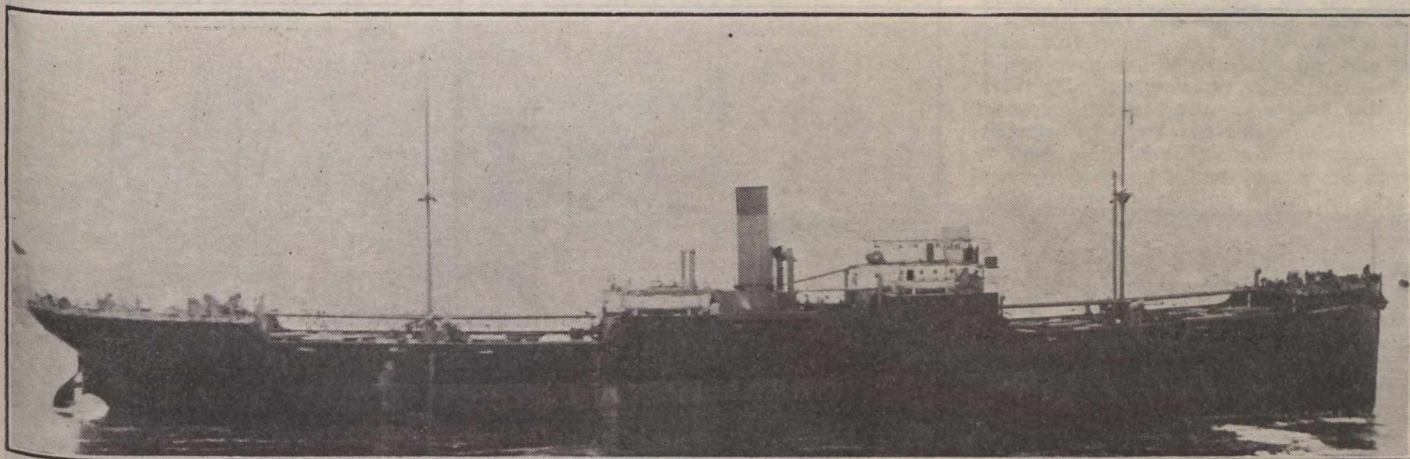
bringing your seven, or eight, or ten thousand ton ships to Kingston, but, not only that, the scheme between Prescott and Montreal would be under way with a view of canalizing the St. Lawrence River.

"When the government decided that it was going to enlarge your canals, it was realized that to make a good, perfect, complete highway for the vessels there must be terminal facilities of a good character. The government of the day looked around for a man to get the proper facilities for the port of Montreal, and I want to say here (and I am saying it as sincerely as any man can), that if you had not got a man with the backbone and public spirit of Mr. Ballantyne, you would not have the terminal facilities in Montreal that you have. The very fact of Montreal getting such splendid terminal facilities, which were necessary for the men that are operating vessels, Halifax and St. John demanded the same, and the government was compelled to do for them what they did for Montreal, and therefore we have, not only at Montreal, but at Halifax and St. John, practically as good terminal facilities as any ports on the Atlantic. Up at the head of the Great Lakes the same thing had to be done because it was necessary.

"We had in Canada, prior to the war,

with them the marine, that is, they must have vessels inland carrying traffic to and from the railways, and they must have vessels at Atlantic and Pacific ports carrying traffic to and from our country. You all know that the government is now a large owner of railway systems in Canada. When I first entered parliament there were 16,000 miles of railway in Canada. Today we have at least 40,000 miles, and of that 16,000 miles are controlled and operated by the Dominion Government, and within a very short time we expect to take over the Grand Trunk, when we will have 22,000 miles, so that we have a great railway system in Canada.

"With that then, there is of course, the Canadian Pacific, the two great systems that practically own all of the railways in Canada, and let me say that while we have two systems, it is the governments duty to see that no injustice or unfair advantage is taken of our great C.P.R. because we happen to own the other half of the railways. In other words, the management of the Canadian National Rys. under instructions from the government, communicated through me is operating the government lines as a private railway, and it must go out in the open market and compete with the C.P.R. on fair and just and equal privileges, and in that way it must be



Steel cargo steamship, Canadian Planter; approximately 8,100 d.w. tons; for Canadian Government Merchant Marine Ltd.; built by Canadian Vickers Ltd., Montreal.

Port Arthur and Montreal, and do work on the Great Lakes—plans were made by the government to provide a water-way between Port Arthur and Montreal, and it was decided to enlarge the Welland Canal.

"It is historical—it is in the records of the House of Commons and in the department over which I preside—that the Chief Engineer of the department at that time, Mr. Page, who was a very able man, decided that in enlarging the Welland Canal, it would be 50 years before it would be found necessary to enlarge it again. Now, let me tell you this, because perhaps it is a secret that has been kept, but is not any longer necessary to keep. When the government decided to proceed with the enlargement of the Welland Canal, we never let it be known, at least, we could not emphasize the fact, we took the ground that it was intended to bring the ships from Port Arthur to Kingston, but we always had in mind that as soon as we got them to Kingston we could then start and enlarge the St. Lawrence so that we could take them through to Montreal. If it had not been for the five long years of war, you would be

in 1913, 1,200,000 registered tonnage. I know that a good many Canadian registered vessels were lost during the war, many more probably than is generally realized, and, on this account, the latest figures might have been expected to show a decrease. But I was agreeably surprised to see by the Marine Department's report that instead of 1,200,000 tons, we have increased our tonnage to 1,475,000 or 250,000 tons more than we ever had. When we come to the end of the present year we will probably have made that nearly 2,000,000, and it is gratifying to know that today we stand eighth among the largest ship owning countries of the world, and at the end of this year it is believed that we will be fifth in that class.

"It is very gratifying to me to know that in our inland waters, years ago when I first entered parliament, about 1,200 tons was the largest vessel that we had in Canada, and today we have on the upper lakes vessels of 12,000 tonnage, and we are able to use them at a profit.

"Railways, of course, must work with the marine. The railways could not operate successfully unless they had

made a success. I want to be in a position, if I can, before I pass away from this life, to be able to say that I can get on the government railway system, to go to Vancouver and get on a Canadian owned, built and controlled steamship, built in Canada of Canadian products, by Canadian workmen, and travel right around the world on Canadian property.

"Mr. Ballantyne has also referred to our great industry down by the sea, the Dominion Iron and Steel. Iron and steel is the basic industry of this country. That is a great plant, but we have one nearly as large in Ontario, the Algoma Steel Corporation, and we have other similar industries—iron products, out in British Columbia, but we have more than that—we have in Canada natural resources of every kind and nature that will build up this country and with immigration, we will be in a position to develop this country and make it equal to any country on the face of the earth."

The Toronto Harbor Commissioners sold recently, \$2,000,000 of 4½% bonds, guaranteed by the city and due in 1953, to Wood, Gundy & Co., at 80.687.