

walking along after the mob, accosted him and asked, "Who is the leader of this mob?" The straggler fellow replied, "I am the leader."

Now I come to the shipping business, and I have something which I want to put on record because it corroborates what my honourable leader has been saying. In 1941, on January 8, a man who was in the public service here as Controller of Ship Construction and Repairs, was in the city of Halifax. He was interviewed by a representative of the Halifax Chronicle, which is known to be an historic supporter of the Liberal party. In that brief interview this gentleman made a statement which is reported in the Chronicle as follows:

The naval and ship construction programme cannot be extended to Nova Scotia in any great degree, because you have not got the men nor the facilities for building the steel ships required.

That is what Mr. D. M. Carswell said—"You have not got the men nor the facilities for building the steel ships required."

I saw that statement, and after I came up to Ottawa I undertook to write a letter to Mr. Carswell—and I am going to read that letter. It is dated January 20, 1941, and is as follows:

The Controller of Shipbuilding and Repairs,
Department of Munitions and Supply,
Ottawa, Ontario.

Dear Sir:

I am referring to a news item (copy enclosed) that appeared in the Halifax Chronicle, Halifax, N.S., of the 8th instant. It credits you with saying at Halifax: "You haven't got the men nor the facilities for building the steel ships required." I assume that you had in mind the big steel ships for which Britain has let contracts in British Columbia and on the St. Lawrence.

I agree that at this moment there are not in the province plants to take on construction of such large ships, but that does not dispose of the matter.

I remind you of certain facts. In other provinces that were not equipped for large war orders for war materials, great plants have been created and equipped, and existing plants have been expanded and equipped, at a cost to the country of millions of dollars.

These war materials must be delivered at the war fronts. Is it not of vital importance that there be shipping to make these deliveries, and also to deliver products of Canada which we are selling to England? You will not say, "Leave it to England to provide the shipping."

I suggest that if it is good policy, and it is, to create manufacturing plants, it is just as necessary to establish shipbuilding plants so that production and transportation will go hand in hand.

As to the large tonnage—on what reasoning are we to be convinced (a) that ships of smaller tonnage than those ordered by Britain would not be of vital service; or (b) that wooden bottoms would not give practical service?

I have viewed fleets of cargo ships assembled at eastern Canadian ports. Certainly a large percentage of them are below the tonnage in your mind.

I lived in Nova Scotia through the era of wooden ships. Keels were laid in the winter; ships were afloat in the spring; and those ships sailed every world ocean and carried every description of cargo. That could be done again. Facilities for wooden shipbuilding are available. Others could be provided. Relatively they are not expensive.

When will the big ships contracted for be launched? A year hence, or two years? Many vital events may happen in the meantime.

I suggest that there should not be complacency because we are to build freighters for England.

We are ourselves at war up to our necks. We declared war on Germany. We declared war on Italy. We are not merely a country to which England may come to buy supplies and carry them away in her own bottoms. Some people appear to suffer under that delusion. We are war-makers; and as Mr. Churchill says, "There is not a week, nor a day, nor an hour to be lost." If you read what he said at Glasgow on Friday last, you will remember his words: "Before us lie dangers, dangers which, if we neglect anything, will be fatal, mortal."

Coming to your saying at Halifax, "You haven't got the men," without any idea of discourtesy, I suggest that you do not really know Nova Scotia.

During the session of Parliament, last spring, I listened impatiently to a lot of that kind of preaching from Government benches. I resented it, and declared that Canadians, given the chance, could do anything needed for our war services. I repeat that.

The decisive answer to such defeatist talk is that now Canadians are either making or preparing to make what we were told last spring they could not make. And it is not long since the Minister of Munitions gave out to the public a resounding tribute to the "remarkable efficiency" of Canadian craftsmen.

I enclose a copy of a letter from Senator Thomas Cantley, of New Glasgow, published on the 6th instant in the Halifax Chronicle. I may say that Senator Cantley was during many years managing director of the Nova Scotia Steel Company. While he was head of the company, they built a fleet of steel cargo ships. In the steel industry and shipping he ranks high in practical knowledge and experience.

Last year I was in one of the smaller communities in Nova Scotia. I saw men who never before worked at naval construction engaged in converting large private yachts into naval craft. I have reason to believe that their work was considered to be very satisfactory. I hope they are not forgotten; that employment for winter months has been provided.

I find corroboration in an article on shipbuilding in the Ottawa Citizen of Friday last, data for which I have no doubt was supplied by you. In that article it is pointed out that with comparative ease thousands of competent men have already been mobilized in Canada for shipbuilding.

When we hear the almost daily appeals that come out of England for ships, and more ships,