

Government, as I have said, has done nothing. We implored them even to place engines, these Diesel oil engines, which would be useful for auxiliary power in the case of wooden vessels, upon the free list. Session after session members on this side of the House have appealed to the Government to do this. The Government waited upwards of two and a half years before doing it. At last they did it and gave some little measure of encouragement to shipbuilding in that respect. But that is all they have done. It is true that they point with some degree of pride to the fact that ships are being built in Canada for the British and other Governments. Where are they being built? Some of them at the Vickers-Maxim Works in Montreal. Is this Government entitled to any credit for the establishment of these works? No, Sir, none whatever. They were established under the Liberal Government in the year 1908. Is the Government entitled to any credit for the ships that are being built at the yards of the Port Arthur Dry Dock and Shipbuilding Company on the northwestern coast of lake Superior near Port Arthur? Not at all; these works were established before the present Government came into power. So with the shipbuilding works at Toronto; so with the Collingwood Shipbuilding plant and with most of the plants which are in operation to-day in Canada. This Government has, I say to its discredit, done absolutely nothing for the purpose of building up a shipbuilding industry in this country.

Mr. W. H. BENNETT: Was it not prior to 1896 that the Act was passed which granted subsidies to dry docks and under which the Collingwood dock was placed on a footing to do business?

Mr. PUGSLEY: I think not.

Mr. BENNETT: That Act was in force prior to 1896; anybody could have taken advantage of it.

Mr. PUGSLEY: But the Act was amended. Under the Act as originally passed no dry docks at all—at all events, not more than one two—were built. When the Liberal Government came into power they amended the Dry Dock Act, and I think that if my hon. friend will look into the statutes and look up the date when the dry dock at Collingwood was built, he will find that it was under the amended Act which was passed after the Liberal Government came into power. I want to call attention to the fact that this Government, so far from doing

[Mr. Pugsley.]

anything to encourage shipbuilding and Canadian transportation, actually permitted the British Government to commandeer a number of large vessels which were engaged in the transport of coal between the mines in Nova Scotia and the city of Montreal. This greatly hampered the business of the coal companies, and allowed a very important step to be taken towards increasing the cost of coal in the city of Montreal. With regard to our coast trade, our shipping has decreased most materially. It is an extraordinary fact that the cost of bringing coal by water from the coal mines of Pennsylvania is to-day 100 per cent greater than the cost of bringing coal by rail from Pennsylvania to the cities of Montreal and Ottawa. This surprising fact resulted, as I have said, from the great scarcity of shipping. At the very commencement of this war the Government ought to have anticipated the coming scarcity of shipping and to have taken steps to encourage shipbuilding in Canada. We had hoped that a great shipbuilding yard would have been established in the Maritime Provinces, because when the late Government went out of office there was in the Department of Marine and Fisheries a tender from one of the greatest shipbuilding firms in the world for the building of cruisers and destroyers. If that tender had been accepted, long before this the contract would have been completed and the company engaged in building commercial vessels, probably employing 5,000 or 6,000 men. When this Government came into office, however, they cancelled that contract and returned the amount of deposit, and from that day to this nothing whatever has been done in the way of establishing a shipbuilding plant. Go to the ports upon the Atlantic coast; go to the ports upon the St. Lawrence; go to the Great Lakes or west to British Columbia, and you will be able to find hardly anything of a practical character that has been done by this Government to encourage shipbuilding. The Minister of Finance made the statement to-day that the Imperial Munitions Board are thinking of engaging in the manufacture of wooden ships in Canada and that he, on behalf of the Government has made an offer to lend to the Imperial Munitions Board the sum of \$10,000,000. I assume that that amount will carry interest, and that the rate will be at least as high as the rate the United States is going to charge the Allies; 3½ per cent. But, Sir, that does not fill the Bill. These ships will be under the control of the British Government; they will be used for transportation in the in-