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OFFICIAL SYNOPSIS

(Continued.)

There had been some mention in the speech from Hon. M. S. Sullivan about a granite roadway around the dock; this was absurd and should not be done as it was only a waste of good money and not a crying necessity as a crane was. He would like to inquire from the Prime Minister as to what would be done with the men working at the Dock now that it was proposed to close for 8 months. In concluding he advocated a foundry in conjunction with the dock in order that castings might be made here and not delay shipping in the Dock for long periods. He told the Government that if they were going ahead with the scheme it was up to them to make the best possible contract that they could, and regretted that he could not support the Resolutions.

THE ATTORNEY GENERAL pointed out that the Government were being absolutely fair to the Opposition in bringing all this matter before them and in not making the contract and bringing it before the House as a Government measure and carrying it, as they might with reason do. They did not do this, but they collected all the available information and went out of their way to explain all the matters relative to the affair that they could, and had not done as was customary, made the contract and stood on it. Referring to the work that had to be done, he felt that all had come to the conclusion that there was only one thing to do and that was to adopt the scheme No. 2 of the Bishop Company. There was an additional reason for adopting this scheme, as it would give immediate employment to some 500 men for six months. He failed to understand the objection to the "loan clause" when last year the House had authorized the Governor-in-Council to raise a sum of \$6,000,000. The whole affair was surely unique, as it was the sole occasion upon which the Government had come into the House with all the information that it could command and when every member of the House had as much information as the Prime Minister himself had on the matter. He had been impressed by this particular scheme as the engineers had agreed that this was the one that was the best suited to all our conditions, and would give us a dock that would be able to deal with any ship that we would likely to get. He pointed out that over half the amount of the expenditure would be on wages for our own people, and never was there a time when they would be more justified in taking up a work as at present when it would do so much to relieve the stress of unemployment. The plan adopted and the procedure of taking up the contract was the business like way of doing it, and the objections that had been raised had not been worthy of a business man like the Leader of the Opposition. This would be a measure that would be the essence of true government, and there would be no Minute-of-Council about it, but that rather it would be done by a Minute of the House itself.

THE PRIME MINISTER, replying to the Leader of the Opposition, said that at the time that they had asked for the \$50,000 they were unaware of any repairs that would be needed other than those to the bulges that were seen to need immediate attention. As to the disposal of the men, the boiler-makers would be employed for some time helping in the preparation of the pontoons that would be necessary, the other machine men would have a lot of railway work on their hands, while the ordinary labourer would be given work on the construction. He expressed himself as being astonished at the Leader of the Opposition saying that they had not consulted the members on the other side, when they had brought all this information before them and were seeking their advice of the matter. Personally he failed to see any alternative

other than the scheme No. 2 of the Bishop Company. The statement that there had been no consultation with the Opposition was so absurd that it did not merit consideration. He thought the idea was a very sound one and felt that they were doing the right thing when they were dealing with a firm like the W. I. Bishop Company.

HON. M. S. SULLIVAN pointed out to the Leader of the Opposition that admitting that the old dock only cost \$360,000, did he not realize that kages alone had jumped four hundred per cent? Moreover, he was forgetting the many extra features that would be incorporated in the new dock. He had stated that the dearth of work was due to a larger extent to the fact that the work was not done so cheaply as it should be, and they were endeavouring to get the dock in condition so that they could do the work as cheaply as anywhere and they were being opposed in their efforts. He was surprised at the attitude that they were adopting and advised them to try and support a good scheme even though it did come from the Government. He had done it many a time when he was in Opposition.

THE LEADER OF THE OPPOSITION stated that though his ideas might appear absurd to the Prime Minister, he still stuck to them and reiterated his stand upon the Resolutions. He was prepared to give his support to any good measure, but he could not agree to anything empowering the Governor-in-Council to make contracts which might easily be made in the House. He did not mean to say that he would of necessity oppose any contract which might be made.

MAJOR CASHIN felt that there could only be one conclusion from reading the Reports and that was that one scheme ought to be adopted and that was Bishop's second proposition. As a member of the Railway Commission, he felt that the dock was necessary for the efficient operation of the railway steamship service. He had felt last year when the subject was discussed under the Loan Act, and had stated, that the sum allotted to it then, \$50,000, was wholly insufficient. He did not consider that the dock or the railway were being properly run. He said that if he owned either the dock or the railway, there was one man that he would put in charge of the mechanical affairs and that man was Engineer Commander R.A. Howley, R.N., who had the experience, and who was second to none in this work. He pointed out that the huge 1100 foot dock in St. John, N.B., which was owned by the Canadian Pacific Railway, was not paying, but the C. P. R. kept it in operation for their fleet. In conclusion he said he entirely agreed with the Attorney General in that he would like to tell Bishop or Crandell to go up and do the work right away. He wanted to record his support to the measure.

CAPTAIN RANDELL claimed that there could be no doubt existing in anyone's minds as to the necessity of having repairs made to the dock or else having to close it up. Without making any reflection on the integrity of either of the engineers, who reported on the Dock, he felt that some independent man should have been called in. There was not the least doubt that we should have to expend quite a large sum of money. In his own opinion the dock, as present existing, was sufficient for our needs for the next 15 or 20 years, as the proportion of large passenger steamers that would utilize it, would not warrant any large expenditure. He had been deeply interested in the Reports, but noticed some inaccuracies of the data quoted by Colonel Mitchell, relative to the draft of certain steamers. He pointed out that owing to the difficulty of the harbour entrance, few large ships would care to attempt it. He felt sure that repairs to the dock, which would suffice for the next 10 or 15 years could be carried out for \$100,000. Relative to the bunkering and cargo handling facilities these were things upon which the Government need not concern itself, but might leave to private enterprise. He urged the Government, if they were going to go ahead with the scheme, to see that it was done well and good materials used. He wanted to record his opinion that as at present, the dock with slight repairs was quite suited for our needs.

MR. HALFYARD suggested that in view of the errors made by Colonel Mitchell in referring to the draft of some ships, might there not be other errors? He saw that this work and the work on the railway would do much to lessen the unemployment that exists, but the Opposition had not sufficient confidence in the Government to warrant supporting their proposal to borrow more money. He felt that the Government had no necessity to call for the authority of the House for this, if they meant to go ahead with it, but that they could do it as other Governments had done, by Minute-of-Council. He, however, opposed any further loan, and dealt with last year's Loan Act, and suggested that certain expended amounts from those voted might be used for this purpose. He was at one with the Leader of the Opposition as regards the folly of granting authority to the Governor-in-Council to contract or to borrow for this purpose. He couldn't support the Resolution.

As it was then 6.30, the Chairman left the chair until 8 p.m.

NIGHT SESSION
House resuming after recess MR. HALFYARD continued his remarks. He regarded the Dock as an urgent necessity and provision would have to be made for its proper upkeep. There is no necessity for any lengthy debate or controversy on the subject, but the financial aspect requires consideration. It was true that repairs to the extent of some \$500,000 would recondition the dock to a sufficient extent to suit purely local requirements, but wisdom has been displayed in having due regard to vessels other than our own. He sought definite information as to the services of the W. I. Bishop Company that would be had by the Government in return for the \$70,000. In conclusion he urged that section 3 of the Resolutions, empowering the Governor-in-Council to raise a loan to further finance the object should be deleted and stressed the evils that would result from such a loan.

THE PRIME MINISTER in reply to the request for information as to the services to be rendered by the engineering firm, said that the services would be same as the Bishop contract with the Armstrong Whitworth Company, as to the building of the Main Dam. They would supply engineers, and hire us any necessary machinery and would employ local men and for this they wanted \$70,000 irrespective of the total cost. The Government had consulted with Mr. Joyce and Mr. Harvey as to the dock requirements and both had strongly urged the bringing in experts in dock construction, as they did not feel competent to make any pronouncement on the subject. All the figures and all the work would be carefully checked by the Government's own engineers, who will see we get true value for our outlay. As to section 3, any child could see that a further \$400,000 might be wanted and if they could not get it any other way, they wanted to be in a position to be able to borrow it. All the amounts in the Loan Act of 1924 were earmarked for works of a definite constructive nature. It was pitiful to see the honorable member for Trinity, who had been a member of a Government which had spent \$15,000,000 without leaving anything in return, nearly sheds tears when the Government suggests a possibility of having to borrow \$400,000. We have to get a good dock and we want one we can sell. We can't sell a dock when we have not a dock. We propose to judiciously expend a million dollars, rather than waste half that amount in temporary repairs. This

is the opinion of all engineers consulted. We have as yet no constructive criticism from any member of the Opposition, not even from Captain Randell, from whom some suggestions were expected. He had no hesitation in recommending the Resolutions to the House.

MR. HALFYARD spoke again at some length defending the amounts expended by some previous Government with which he was associated.

MR. WARREN felt that only one course was open for the Government, but viewed with askance any expenditure by Minute-of-Council, though he accepted responsibility for such in the past, he felt then there had been justification for it. The Government did not represent the whole country but only a definite section of it, and they had not a power of attorney from the country to do all and sundry acts in connection with any contract for the repair of the dock. There were two positions that the Government might adopt; the one of contracting first and bringing the contract down, and the other was to do as they were doing in the present instance. He was

(Continued on page 3.)

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