

Canada would become more and more the maritime nation of the North America continent, but that end we will never attain unless in some way the government encourages the shipping industry. I trust that before long there will be a government and a party in power in Canada, that will not be afraid to encourage the building of vessels in Canada by Canadian workmen, and from Canadian steel, and which will be manned by Canadian sailors.

Motion agreed to, and House went into Committee of Supply.

Maintenance and repairs to government steamers and ice-breakers, including steamer 'Arctic,' \$375,000.

Mr. BENNETT. Will the minister explain the payment of \$5,000 to the Reid Wrecking Company, on account of tug service. Auditor General's Report, page 105.

Hon. L. P. BRODEUR (Minister of Marine and Fisheries). I am informed that this expenditure was in connection with the keeping the harbours of Fort William and Port Arthur free from ice. A large quantity of grain was lying at these ports; the season was far advanced and at the request of the Winnipeg Grain Exchange—and if I am not mistaken also at the request of the boards of trade of Fort William and Port Arthur—steps were taken to break the ice in order to permit vessels to pass through to Sault Ste. Marie and the Georgian bay ports.

Mr. BENNETT. How many days was this 'Reid' tug employed at Port Arthur and Fort William for which service a charge of \$5,000 was made?

Mr. BRODEUR. The assistant engineer informs me that the Reid Dredging Company had not their vessels at Port Arthur and Fort William but they were sent out from Sarnia, and an agreement had been made by which they would be paid the sum of \$5,000. We must remember that this was a very difficult experiment to make on account of the lateness of the season, and these boats were much exposed.

Mr. BENNETT. We have had this item up before and it seems as if the officers of the department were a little hazy about it. Mr. Fraser, of the department, went to Port Arthur or Fort William and made an arrangement there with the Great Lakes Dredging Company and with Mr. Murphy. The Great Lakes Company were to receive \$100 a day and Mr. Murphy the same amount, and for that they were bound to keep the harbours open. It turns out that Mr. Whalen, son-in-law of the member for Rainy River (Mr. Conmee) sent word to the department that he would not carry out the arrangement and Messrs. Whalen & Murphy broke through their arrangement. The result was that the department had to make a new bargain with this Great

Lakes Dredging Company which was to put on three tugs and these have each been paid at the rate of \$100 a day; as shown on this item on page P—105 that company received \$3,600, twelve days at \$300 a day. Has the minister looked into the question of the power of the tug 'Siskiwitt' which according to the marine register is a boat of six horse-power, and yet for this boat the department paid \$100 a day.

Mr. BRODEUR. I am informed that the horse-power of the boat is about fifty.

Mr. BENNETT. Has the minister referred to the departmental returns to ascertain whether or not this report is incorrect, as issued from the department that in 1904 her power was six horse-power?

Mr. BRODEUR. I understand the report shows that her nominal horse-power is six.

Some hon. MEMBERS. Oh, oh.

Mr. BRODEUR. That is all right, but it has nothing to do with the actual strength of the vessel and that the tug is fifty horse-power.

Mr. BENNETT. It is a fearful and wonderful report for any inexperienced man to buy a boat on, for if he thinks he is buying a fifty horse-power boat it may turn out to be only six horse-power. That bears out every statement I made in the House the other day that the government return shows that this boat which was built in 1879 had only six horse-power.

Mr. BRODEUR. I do not myself know exactly the difference between the nominal horse-power and the exact horse-power but I am informed that experienced men know exactly what that means.

Mr. BENNETT. That does not get away from the point that Whalen & Murphy made a bargain with the department that for \$100 a day they would keep the harbour open. Mr. Fraser had made a bargain in a straightforward and honest manner, the only mistake he made—and of course he did not know the company he was doing business with—was that he should have bound them in black and white, and not taken their word because their word appears to be worth very little. The Great Lakes Dredging Company then instead of keeping the harbour open at \$100 a day drew \$1,200 for each tug and my contention that these were poor and ineffective tugs, is borne out by the fact that the minister was forced to have his officers pay the Reid Wrecking Company no less than \$5,000 for a tug to go from Sarnia and in addition to that they had to pay to another company, the Island Transportation Company of St. Ignace, Michigan, for the services of the steamer 'Algoma,' two days, at \$300, \$600; and so for a job contracted for at \$100 a day the department has succeeded in paying \$8,600 plus \$600. Who certified to the time these tugs were working?