

St. Lawrence in winter time. Though they are much larger than the 'Earl Grey,' they did not cost nearly so much money. I am not complaining of the cost of the 'Earl Grey,' but I am complaining, as every member of this House should complain, that some of our shipbuilders in the east have not been given an opportunity to construct these ships for the government. The minister says he is anxious to give us a chance. Well, the best way to show that anxiety is to give us one of these contracts. I do not care whether the ship is constructed at Halifax or Pictou or Yarmouth or anywhere else, I believe you would get a good job. If the government gave an order for one ship to be constructed on a 10 per cent profit, would they be hurt very much? I do not think they would. It would be an honest proposition, and I believe you would get a good job. When we want to purchase anything that we cannot manufacture in this country, then let us go to the mother country to get it; but, on the other hand, anything that we can produce or manufacture in this country we should get here; that is the principle I go upon. I am glad to hear that the 'Earl Grey' is a good boat and is giving good service. But the time has come when the ships required for this country should be built in this country as far as possible; and do not let us be too exacting in the specifications. Twenty years ago or even ten years ago we could not get as good a ship built in England as we can to-day. Let us give the people of our own country an opportunity to try what they can do; and if the first ship they build is not quite as good a ship as we would like to have, let us give them a second opportunity, and in the course of time we shall establish a shipbuilding industry that will be a credit to Canada. So far as Captain Brown is concerned, while he is a good man, and is well fitted for the position he occupies, we have in the province of Nova Scotia just as good men. You will find plenty of them in Pictou county, in Richmond county and in Cape Breton. In fact the province of Nova Scotia is full of good captains. Let us build the next ship we require in Canada, and not plead as an excuse for not doing so some quibbling about the contract or the deposit. Should the government not be able to get any concern in this country which would undertake the contract and make the deposit, let the government hand the work over to one of these concerns I have referred to, in Halifax, Pictou or Yarmouth, which are accustomed to build sea-going vessels. Though of course I am more interested in Halifax, I would not raise any objection if the contracts should go to Pictou or Yarmouth, but what I want is that the boat should be built in Canada.

Mr. CROSBY.

Mr. SPROULE. I would scarcely be doing justice to the section from which I come, were I not to say something with regard to the shipbuilding plant at Collingwood, which is turning out so many large vessels on the upper lakes to-day. I cannot see why the contract for the 'Earl Grey' should not have been given to the Collingwood Ship Building Company. The objection cannot be the length of the vessel, because that company has built many much longer, nor could it be owing to its depth, because it has built boats of two or three times that capacity. What length is this boat?

Mr. BRODEUR. 250 feet long.

Mr. SPROULE. I understood that the reason the contract was not given to a Canadian firm was because the vessel was too long to go through the canal. If my hon. friend from Grenville is correct the length was changed in order to provide just such a reason for not having the boat built at Collingwood. But the company there has built boats 400 and 500 feet long, and can build them even longer, because there is a dry dock at Collingwood which the government has subsidized for the building of such vessels. When, however, the government has any work to be done, it entirely overlooks this Canadian firm and gives the contract to an English firm. I understood the hon. minister to say that he was desirous of favouring Canadian firms even though he might have to pay them 15 or 20 per cent more.

Mr. BRODEUR. That is my own personal view.

Mr. SPROULE. Then I cannot see why the hon. gentleman did not make some effort to have this boat built in Canada. As my hon. friend from Grenville (Mr. Reid) has said, it could have been built just as well in Collingwood as in Halifax or in England. The objection that the draught was too great cannot hold because several boats have been built at Collingwood of heavier draught and taken right down the canal. By not putting the heavy machinery into it, until it gets through the canals, a vessel with an 18 foot draught would probably only draw 11 or 12 feet, and our canals can accommodate 14 feet. Nor could it be on account of the inability of Canadian firms to build a boat of this class that the contract was not given to any of them because men eminent in the shipbuilding line, with experience both in the old country and Canada, have told me that they can get just as good a boat at Collingwood as at the Clyde, or Glasgow, or in Ireland. When we pay out money to construct a dry dock for the purpose of building boats, I do not see why the Min-