

right, or to continue the shipbuilding programme at the expense of the country; but it did seem desirable, if feasible, to continue having ships built in Canada, thereby preventing the closing down of that industry both on the Pacific and the Atlantic coast, and the throwing out of employment of approximately 25,000 men now engaged in shipbuilding, and an almost equal number engaged in subsidiary industries which construct the materials which must go into the building of ships; engines, etc. There is a demand for ships that is not satisfied. There is capital available in foreign countries, one in particular, that would like to obtain ships; but they cannot furnish the cash to purchase those ships in this country at this time because of the tremendous loss they would sustain by reason of exchange. Therefore it did seem feasible to provide some means whereby the country, at no expense to itself, and with ample security, would be in a position to assist in continuing the shipbuilding industry until the now disorganized exchange situation becomes more normal, after which time it is hoped that the industry will be continued indefinitely and permanently in the ordinary run of business. It is well known that ships can be produced in this country as cheaply as they can be even in English and Scotch yards. The shipbuilders there cannot supply the demand, because they cannot get sufficient materials at the moment, and are refusing orders, and the purchasers of the world are anxious to come to Canada because of the financial situation which I briefly referred to, as they find themselves unable to get the cash at the moment.

Hon. Mr. DANDURAND: On what does the honourable gentleman make his statement that other countries are anxious to place orders here?

Hon. Mr. ROBERTSON: On information that has come to the Government, and inquiries made by those wanting to purchase ships in this country.

Hon. Mr. DANDURAND: What objection is there to laying that information on the table?

Hon. Mr. ROBERTSON: I have not the information to lay on the table. If this measure passes, in all probability it will not cost the Government or the people of Canada one single dollar. Each ship is to stand on its own bottom, not as belonging to any one corporation or combination and is to be its own security for the Government of Canada, which would by this means be amply secured for about 50 per cent of the

cost. If it happened that the owners, who must put up 25 per cent of the cost of each ship in cash, failed to meet their liability, together with the additional 25 per cent which the shipbuilder himself must be prepared to risk before the Government is in any way implicated, they must lose their investment and the Government has the first security upon the ship. So it must be admitted the ships themselves constitute an ample security for the guarantee which the Government makes, and it will retain for Canada this important industry, and guarantee employment to anywhere from 40,000 to 50,000 men at a period of time which we are now approaching, when the prospect of unemployment during the coming winter and the next year is one for very grave concern. From the standpoint not only of maintaining the industry itself, but of lending such aid as we can to provide employment for the large number of skilled workmen who might otherwise emigrate from the country, and without any risk or cost to the country, this is a desirable measure, and I hope it will pass.

Hon. Mr. DOMVILLE: My honourable friend does not reach the bottom of this question. He has said it takes iron to build those ships. Undoubtedly, unless you make them of something else. But where is the iron to come from unless this country produces it? From the merger, absolutely. The current story is that they are giving 20 per cent, or promising it, for taking up their stock. They have had all this money there, and they could easily negotiate an exchange for the shipbuilding through New York, not from our banks, who are pleading in forma pauperis backed up by a great many people who say there is no money; but if you go down our way you will find from 50 to 200 little Chinese shops collecting interest, but they do not want to lend it. That money is being produced for the benefit of somebody. I am not finding fault with the merger; I hope they will rob all Canada, for the people are green enough for it. A member of the House of Commons who is a shipbuilder has transferred his business from St. John to Sydney; he is a director. To my knowledge, and everybody's knowledge—

Hon. Mr. MURPHY: Who was that?

Hon. Mr. DOMVILLE: You must ask the cook; I am not going to give anybody's name. I could give the name, if challenged, but it is unnecessary; it is a matter that has gone to the public press. When Mac-