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Jun. 1914 pd.

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June 19-1 pd.

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Wanted one first class teacher for School District No. 1 Parish of Eldon, N. B. Apply stating salary wanted to, WM. STEWART, SECY. Mann's Mountain, N. B. June 14-4 pd.

#### TEACHER WANTED.

Wanted one Protestant Elementary Teacher. Salary three hundred dollars. Board moderate. For further particulars apply to, AUSTIN E. PHILLIPS, Secy. Treas. Peninsula, Gaspe, Que. May 31-4 pd.

#### TEACHERS WANTED.

Three teachers with diplomas wanted from 1st of September next for Matapedia Municipality, P. O. Apply stating salary to, R. AYLETT, Matapedia, Que. May 31-4 pd.

#### TWO TEACHERS WANTED

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#### FOUR PROTESTANT

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### SHIP BUILDING IN CANADA

Another Interesting Debate in The Commons. Mr. Marcell Takes Part.

For the estimates of the department of Marine and Fisheries last week, in the Commons, Mr. Fugaley, Mr. MacDonald, Mr. Pictou, Mr. Loggie, Mr. Sinclair, Mr. Marcell and other Liberal members urged upon the government in view of the shortage in tonnage to go in for a vigorous shipbuilding policy of wooden ships to begin with and to proceed afterwards to steel ships. Mr. Hogen intimated that the British government were building a number of ships in Canada and that a start had been made on 2500 tons wooden ships in British Columbia. Steel ships were also being built on private account in Ontario, Montreal, Quebec and the Maritime Provinces, as well as a number of wooden ships in the lower provinces but the Canadian government has not as yet decided upon any policy of its own.

The remainder of Mr. Marcell's dealing with some local aspects will be read with interest. He is reported as follows in the Debates of the House.

Mr. MARCELL: I would not like this item to pass without saying a word on behalf of the mother province of the Dominion. There was a time when the province of Quebec shared in the glories of Nova Scotia and New Brunswick in the building of wooden ships which covered the seven seas, and when Canada ranked as the fifth greatest shipbuilding nation in the world. I read to-day in the Montreal Gazette that the tonnage passing through the Lachine canal has decreased considerably since last year, and almost daily our inland tonnage is falling off. All the arguments that have been advanced on behalf of Nova Scotia and New Brunswick apply with ten times as much force to the St. Lawrence because the St. Lawrence is the main artery of this country and on the St. Lawrence in the old province of Quebec we have the largest city in Canada which consumes more coal than any other Canadian city, and where last winter we had a coal shortage which was a very serious problem, and which problem is going to be ten times worse during next winter unless the Government wakes up and does something. One of the clever moves which paved the way for a change in the administration of this country was when the present Minister of Trade and Commerce brought forward the idea of the creation of a Canadian navy and ultimately the encouragement of shipbuilding in Canada. That was the starting point which led the then Opposition on to the road which ultimately brought them into office. It was the policy of the Opposition that day to encourage shipbuilding. Last year the Minister of Trade and Commerce himself, if my memory does not fail me, advocated strongly the construction of ships in this country, and it stands to reason that Canada will never take the position which she should hold amongst the nations of the world unless she goes extensively into the building of ships. We have built hundreds and thousands of miles of railway throughout Canada; we have opened up every part of the country; we have given access to all our various industries, our mines, our fisheries, our timber, but our domain ends when we reach the water's edge. We have not yet got properly on to the water; we are trusting to England and to foreign countries to carry our goods across the ocean. The number of ships on the Canadian register is practically nil and is growing smaller and smaller every day. Our inland tonnage is doing practically nothing.

I am speaking more particularly of the St. Lawrence. As soon as the outlet of Collingwood and of the lakes generally, and I am sorry to state that outside of some steel work at Vickers-Maxim and in the Government shops at Sorel, there is practically none of that work being done along the St. Lawrence, although it is one of the first water highways in the world. The position we occupy in the city of Montreal at the present time is very serious, and if the railways were unable to handle the coal during last winter, they will probably be in the same position this coming winter. I take it for granted that this Government wishes to give Canada the proper equipment, and if we have our railways, we should also have a shipbuilding industry. Why should we not revive the building of ships on the St. Lawrence as it was in the old days? Before the days of iron or steel vessels, the glory of Quebec and of the lower St. Lawrence was the shipyards of Quebec, which sent out some of the finest ships afloat. I think this Government should take this question earnestly to heart, because it is one of the most important questions which we have to solve. At the present time, there is a shortage of tonnage in every part of the world, and that shortage will become more acute the longer the war lasts, and therefore the Government should see to it that the building of these large ships which are required by the British Government should not be the only

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shipbuilding work that is going on in Canada. If we cannot build ships of 2500 tons, we should build smaller ships, ships that will be able to carry on the inland business of the country, to transport coal from Nova Scotia to transport the magnificent products of Prince Edward Island to the great market of Montreal, and to handle the ordinary business of the country. This work might also be extended in the Great Lakes, but I am sure if encouragement were given by letting some contracts now, you could start building smaller ships all along the St. Lawrence, to the great advantage, not only to that part of the country but of the whole Dominion. The people require some assistance; they are passing through a great ordeal at the present time owing to the high cost of living. Those who are familiar with the cost of living in the cities know the difficulty of obtaining products of one kind or another; for instance, the difficulty of obtaining coal. In March and April last, especially in March, you could not get a ton of coal delivered in any part of the city of Montreal; you had to buy it by the half ton, and the poor people bought it by the bag, the price running up to \$15 and \$18 a ton. This state of things should not be permitted to continue in Canada, which has all the riches of Providence conferred upon it. We have coal, wood and fish in abundance; we have a magnificent soil, and we have a healthy population which should work together for ordinary facilities were granted, and if ever we are going to take advantage of our natural resources, the St. Lawrence is a magnificent highway, easily navigable. The minister announced only yesterday with great and legitimate satisfaction, that there had not been a single wreck on the St. Lawrence in the last year. It is well to be; it is magnificent; the dredging is being constantly done, and navigation can be carried on by night as well as by day. There is no need as in the old days for steamers to drop their anchors in the lower region of the St. Lawrence at night; the largest steamer can reach the dock at Montreal at midnight with much greater facility than she formerly could in the noon-day sun. Why should we not take hold of this great question? Why should we at this moment of national crisis be passing our time discussing petty politics? Why not handle one of these great questions in which the people of Canada are vitally interested and in regard to which they are looking for guidance from the Government? The building of ships is an indispensable industry; it must come in this country. Why should we not make a start now, and not wait until next year or the year after or five years from now? A country like Canada cannot progress unless it takes advantage of its magnificent waterways and goes in for the building of ships. We have plenty of lumber, plenty of coal, and plenty of experienced mechanics—not only in the Maritime Provinces but in along the St. Lawrence river and the Great Lakes of Ontario. I think the minister, who hails from the old city of St. John and takes a snuff of salt air now and then, should be a mariner through and through. He should take hold of this question and impress upon his followers from other parts of Canada that the time has come for this country to embark upon a vigorous shipbuilding policy. If we cannot get the larger ships started this year, let us make a beginning with smaller ships, and turn them out from the shipyards along our lakes

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Summer Time Table Canadian Government Railways.

With the summer time table in effect Sunday, June 10th, passengers will be able to leave Montreal 4:00 p. m., Tuesday, Thursday and Saturday and travel in through car, via Edmonton, to Lewis, arriving there at 10:35 a. m., the following day. Returning the through car will leave Lewis Monday, Wednesday and Friday, 4:30 p. m., and arrive at Montreal at 12:05, noon, Tuesday, Thursday and Saturday.

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MR. LOGGIE: I was informed a few days ago that a shipbuilding company on the Miramichi river, who now own a shipyard which was in operation many years ago, are ready to construct immediately 5 ships of 500 tons each if they can get a contract from the Government or from the Imperial Munitions Board. I should think that ships of 500 tons would be very useful if not for ocean traffic, certainly for trade along the coast between Canadian and United States ports. The minister has said to-day that the Imperial Government have intimated that they do not think it wise to construct vessels for ocean traffic. I am willing to concede that there may be some question as to the wisdom of encouraging the construction of sail vessels of that tonnage at this time. As sailing vessels are somewhat slow, they might find it difficult to get away from the submarines. But if the Government want ships of the tonnage I have mentioned, I direct their attention to this company which is in a position to enter into a contract for their construction.

MR. PUGSLEY: Would they furnish auxiliary engines?

MR. LOGGIE: I suppose they would.

MR. MARCELL: Will these ships being built for the Imperial Government be used in the Canadian trade?

MR. HAZEN: I assume that they will be used where they will be of most advantage.

MR. MARCELL: Having regard to the shipbuilding activity that has taken place in Nova Scotia and New Brunswick, and along the St. Lawrence without a national shipbuilding policy, it must be evident to the minister that if the Government gave some sort of encouragement to the industry, it would be very materially extended. What we need is ships to carry products of the country inland. The first trip of a subsidized steamer last year on the Bale des Chaleurs to Gaspe (Continued on page 7)

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