

too pleased to answer them.

In the debate which followed, the Minister of Marine stated, in answer to a question, that in making a comparison of costs of ships in Canada and Great Britain, sterling exchange had been figured at \$4.86. W. Duff, M.P. for Lunenburg, N.S., contended that it should have been figured at the current rate of exchange, which six months ago was \$3.60.

#### Why Tenders Were Not Asked.

Hon. Mackenzie King, leader of the opposition, having contended that public tenders should have been asked for building the ships, the Minister of Marine said:—Public tenders are as a rule called for, and quite properly so, but we could not follow that policy in ordering ships. Suppose I had called for public tenders for six ships of 8,400 tons. Suppose that Canadian Vickers, Ltd., of Montreal, and five or six other shipbuilders had tendered, and that the Davie Shipbuilding & Repairing Co., of Lauzon, which has not the facilities for turning out that number of ships, except after a very long time, were the lowest tenderers. The government would have no option but to award them the contract. We would not be able to distribute the orders. I quite understand the point of the leader of the opposition, viz., the desirability of safeguarding the public interest. The statute from which he has quoted makes it plain that the minister has power to use his best judgment, and the government to purchase by the best means what it requires. I do not know of any method that would so well safeguard the public interest as the course we followed. I believe we got lower prices than we should have obtained by public tender. When the government asked for prices on ships, it did not necessarily take the prices that were quoted. If a price was considered satisfactory it was accepted, and if it was too high it was of course refused. By the method we followed we were in a position to distribute the business evenly over 17 yards at a cost probably lower than if we had called for public tenders in the way suggested. It must be borne in mind also that time is an important feature of the programme, and we could not allow one yard to take more business than it was capable of turning out. Some yards have two berths, some four and some six, and all these facts have to be taken into consideration in allotting the work. It was desirable to distribute the contracts in such a way that labor would not be concentrated in one particular place, but that workers would be evenly employed throughout the 17 yards from Halifax to Prince Rupert. I have already said that the government is at the end of its steel shipbuilding programme. If I thought that the suggestion of the leader of the opposition was of any practical importance I would gladly recommend it to the government, but from the business experience that I have gained during the last 30 or 35 years, I am bound to say that I think the government has followed the best possible course.

When the debate was resumed on Mar. 1 30 the Minister stated that the total payments for steel cargo steamships up to April, 1919, were \$19,510,322.35. The total payments from April, 1919, to Mar. 1, 1920, were \$43,704,962.13. The balance available on Mar. 1, 1920, from the vote for the year ending Mar. 31, 1920, was \$15,505,361.22. In addition to this balance the government was asking for another vote of \$20,000,000, part of it being a revote from the year ending Mar. 31, 1920.

He also said:—"I made the statement before, and I make it now, that the government has finished its shipbuilding programme. The reason the government has ceased placing contracts for freight ships is because we consider that with 63 steamships, with a net tonnage of 380,000 tons, we have ample tonnage to take care of whatever export trade the ships might be called upon to carry, or whatever other service they might be called upon to perform in conjunction with the government railways."

The item was then carried.

### Canal Estimates for 1920-1921.

The Railways and Canals Department's estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, contain the following items for canals:—

|   |             |
|---|-------------|
| <b>Chargeable to Capital, \$5,900,000.</b>  |             |
| Welland Ship Canal, construction.....   | \$5,500,000 |
| Trent Canal, construction and betterments ..  | 400,000     |
| <b>Chargeable to Income, \$735,400.</b>   |             |
| Chambly, improvements .....   | \$ 17,000   |
| Carillon and Grenville, improvements .....  | 13,100      |
| Lachine, dredging .....   | 26,000      |
| Soulanges, improvements .....   | 30,000      |
| St. Anne's lock, improvements .....   | 10,300      |
| Lake St. Francis, protection works.....   | 2,500       |
| Ontario-St. Lawrence, improvements .....  | 39,500      |
| Trent, improvements .....   | 377,000     |
| Welland, improvements .....   | 150,000     |
| Surveys and inspections, including salaries and expenses of experts employed temporarily. |             |
| <b>Chargeable to Collection of Revenue.</b>   |             |
| Staff and repairs .....   | \$1,860,000 |
| Statistical officers .....  | 42,500      |

### Mail Subsidies and Steamship Subventions.

The estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, contain the following items for steamship services between the points named:—

|  |           |
|--|-----------|
| <b>ATLANTIC OCEAN.</b>   |           |
| Canadian Atlantic ports and Australia and New Zealand .....  | \$140,000 |
| Canada and Newfoundland .....  | 35,000    |
| Canada and West Indies or South America or both .....  | 340,666   |
| Canada and South Africa .....  | 146,000   |
| <b>PACIFIC OCEAN.</b>  |           |
| Canada and Australia or New Zealand, or both, on Pacific Ocean .....   | 130,509   |
| Canada, China and Japan .....  | 200,000   |
| Prince Rupert, B.C., and Queen Charlotte Islands .....   | 21,000    |
| Victoria and San Francisco .....   | 3,000     |
| Victoria, Vancouver, way ports and Skagway .....   | 12,500    |
| Victoria and West Coast Vancouver Island .....   | 5,000     |
| Vancouver and Northern ports of British Columbia .....   | 16,800    |
| Vancouver and ports on Howe Sound..  | 5,000     |
| <b>LOCAL SERVICES.</b>   |           |
| Baddeck and Iona .....   | \$ 6,825  |
| Charlottetown, Victoria and Holliday's Wharf .....   | 2,500     |
| Grand Manan and mainland .....   | 12,500    |
| Halifax, Canso and Guysboro .....  | 5,000     |
| Halifax and Newfoundland via Cape Breton ports .....   | 5,000     |
| Halifax, LaHavre and LaHavre River ports .....   | 4,000     |
| Halifax and Spry Bay and ports in Cape Breton .....  | 4,000     |
| Halifax, South Cape Breton and Bras d'Or Lake ports .....  | 6,000     |
| Halifax and West Coast Cape Breton .....   | 4,000     |
| Halifax and West Coast Cape Breton, calling at way ports .....   | 4,000     |
| Mulgrave and Canso .....   | 9,500     |
| Mulgrave and Guysboro, calling at intermediate ports .....   | 7,500     |
| Newcastle, Neguac and Escuminac, calling at intermediate points on the Miramichi River and Miramichi Bay ..... | 3,000     |
| Pelee Island and the mainland .....  | 3,000     |
| Petit de Grat and the Canadian National Ry. terminus at Mulgrave .....   | 7,000     |
| Pictou and Montague, calling at Murray Harbor and Georgetown .....   | 6,000     |
| Pictou, Mulgrave and Cheticamp .....   | 7,500     |
| Port Mulgrave, St. Peter's, Irish Cove, Marble Mountain and other ports on Bras d'Or Lakes .....               | 6,500     |

|   |             |
|---|-------------|
| Quebec and ports on north and or south shores of Gulf of St. Lawrence, and or between ports in Prince Edward Island, Nova Scotia, Newfoundland and the Magdalen Islands ..... | 70,000      |
| St. John and St. Andrew's, N.B., calling at intermediate ports .....  | 4,000       |
| St. John and Bridgetown .....   | 2,000       |
| St. John and Digby .....  | 10,000      |
| St. John, Digby, Annapolis and Granville, along west coast of Annapolis Basin .....   | 2,000       |
| St. John, N.B., and ports on Bay of Fundy and Minas Basin, and Margarettville, N.S. .....   | 5,000       |
| St. John, Westport and Yarmouth and other way ports .....   | 10,000      |
| Sydney and Bay St. Lawrence, calling at way ports .....   | 9,000       |
| Sydney and Whyococmagh .....  | 4,000       |
| Sydney and Bras d'Or Lake ports, and ports on east and west coasts of Cape Breton .....   | 14,000      |
| Supervision of subsidized steamship services, expenses in connection with..   | 4,000       |
|   | \$1,294,300 |

AUTHORIZED BY STATUTE.

Canada, China and Japan .....

121,666

### Ocean and River Service Estimates for 1920-1921.

The estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, contain the following items:—

|  |             |
|--|-------------|
| Maintenance and repairs to Dominion steamships and icebreakers .....                               | \$1,500,000 |
| Examiners of masters and mates .....   | 18,000      |
| Investigations into wrecks .....   | 12,300      |
| Expenses of schools of navigation .....  | 8,000       |
| To provide for temporary relief of distressed seamen and to cover expenses of shipping forms ..... | 3,000       |
| Registration of shipping .....   | 6,000       |
| Removal of obstructions in navigable waters .....  | 5,000       |
| Inspection of live stock shipments .....   | 3,000       |
| To continue subsidies for wrecking plants, Quebec and British Columbia .....                       | 35,000      |
| Unforseen expenses .....   | 5,000       |
| Two motor patrol ships for buoy and lighthouse service in British Columbia .....                   | 50,000      |
|  | \$1,645,300 |

### Contracts for Marine Public Works.—

The Dominion Public Works Department has let the following contracts,—renewal of superstructure and part of eastern breakwater at Collingwood, Ont., York Construction Co., Feb. 27, schedule of prices; construction of grain conveyors, St. John, N.B., Grant & Horne, St. John, N.B., schedule of prices; overhauling and repairing of dredge Ajax, B. C. Marine Ltd., \$4,938; alterations to detention building Partridge Island, St. John, N.B., J. P. McPharland & Sons, \$2,840; repairs to coal wharf, Quarantine station, William Head, B.C., R. Moncrief, March 20, schedule of prices; rebuilding of Ell to main breakwater, Meteghan, N.S., A. Girroir and W. F. MacKinnon, Mar. 26, schedule of prices; construction of wharf, Schenacadie, N.S., E. N. Dickson, Apl. 1, schedule of prices; repairs to wharf, Bamfield, B.C., McDonald, Watson and Wither, Mar. 25, schedule of prices.

**Sales of War Steamships**—The steel steamships War Company and War Storm, built by J. Coughlan and Sons, Vancouver, B.C., and Wallace Shipyards, North Vancouver, B.C., and the wooden s.s. War Haida, built by Cameron-Genoa Mills Shipbuilders, Victoria, B.C., for the British Government, under orders from the Imperial Munitions Board, are reported to have been sold to Italian interests. The name of the War Storm is stated to have been changed to Laura, and that of the War Haida to Rodosto.

The Baddeck Steamship Co's s.s. Bluehill is running between Iona and Baddeck, N.S., connecting at Iona with Canadian National Rys. trains 5 and 5 daily except Sundays.