

Wages are a very large part of the cost of a ship, namely, 50 per cent. In England they pay \$11.25 a week to the men employed around the ships, and in Canada they pay \$22.65, or almost twice as much; so, with that difference in wages, it is quite evident that competition could not go on in the building of ships. Fancy what would have happened if these \$40,000,000 for ships were being spent in this country, as they were built before the war when we were building our own ships. If these ships had been built here, that amount of money would have been available for wages. In the building of the ships alone we would have had \$20,000,000 distributed among the working men of this country, and the production of the iron that would have gone into those ships, and the coal that would have been required, would have given work to our miners. I would say that \$37,000,000 in all would have gone to our people in wages in one way or another, and then would have gone back to the farmer, because when these men wanted their breakfast, where would they have to go? They would have to go to the farmer. At noon it would be the same thing again, and the same thing at night, and ultimately the farmer would have got the benefit of that money.

What I hope is that this Session the Government will make it possible for our shipyards to do something. I understand that there are petitions before the Government to that effect. Surely our shipyards have been idle long enough. I am told that there are 15 large shipyards in Canada, right over the country from the Atlantic to the Pacific—at Halifax, St. John, along the St. Lawrence, at Point Levis, on the Great Lakes, at Collingwood, and in British Columbia. Surely some policy can be devised by which these shipyards, which have been idle so long, might start work again. It would be an excellent thing not only for the thousands of men who work in the ship yards, but also for the farming community. There would be no talk then of the cost of transportation; the market would be right there. The farmer could sell his meat and potatoes right there, and that would eliminate to a great extent the cost of transportation.

Some Hon. SENATORS: Hear, hear.

Hon. Mr. CASGRAIN: Two of the three ships of this one firm that I have mentioned are now carrying package freight from Montreal to Port Arthur and Fort William, and the third vessel, the larger one of the three, one of the coal boats which has its own ma-

chinery for loading and unloading on board, is now distributing American coal to the various ports on Lake Ontario. There is that ship going about distributing American coal, a ship in which there is not one day of Canadian labour, neither in the coal. Is it not time that we tried to remedy the situation?

When you talk about the coal and steel industries of this country, it is really a sad story. You see the ships coming from England laden with coal from the other side and passing right by Cape Breton. Why? I admit that the coal of Cape Breton is hard to mine, but on the other hand, what is the difference in the wages of the men in England and those in Cape Breton? There are honourable gentlemen in this House who know better than I do what the difference is. But the fact remains that these ships coming from England laden with British coal, whether Welsh anthracite or Scotch anthracite or bituminous coal, and so on, and a greater quantity went up the St. Lawrence river last year than ever before. And yet we have coal mines that are said to be the very best. I see the ex-Minister of Labour nodding his head to that.

If the Government could do something by protecting this coal it would help. Forty per cent is slack coal, and there is practically no protection on slack coal. With the improvements that they have in furnaces, bituminous slack coal is being used, as well as slack anthracite, and with a blower it is sufficient to raise steam, and is nearly as efficient as the coal that comes from the United States and competes with it.

What is the consequence? Our miners in Cape Breton and at Springhill are idle because we have not enough protection on the coal, and that is a very serious thing, because a very large proportion of the population down there are dependent on the coal mines. When the coal mines are prosperous, the province of Nova Scotia and even New Brunswick, which is adjoining, enjoy prosperity, and farm products are sent in to feed the men who take the coal out of the mines. I sincerely hope the Government will be able to do something this Session to relieve the iron and steel industries and the coal industry of Cape Breton.

Hon. Mr. ROBERTSON: For the purpose of information may I ask the honourable gentleman a question? I think it is probably true that the English miner, because of very steady employment, has earned as much as the miner in Cape Breton, but is it not correct to say that because a large proportion of ocean-borne traffic is eastbound, that coal comes from