

French Government or a bank in France were given, there would be no trouble in this country in raising the amount of money required for the purpose of building ships. The only criticism I have heard in regard to the proposition that this Government should assist in the financing of the enterprise is that the financial interests of the country have no confidence in the Government. We find in this Bill that these ships are to be registered in a foreign country and that this Government will have a mortgage on them. Now, if I remember rightly, this is not the policy adopted by this Government a short time ago, and in order to support this statement I will quote words that fell from the lips of no less a personage than the Minister of Marine himself. It will be remembered that some time ago the British Government wanted this country to build ships, and the British Minister of Munitions was willing to place an order in this country provided the ships were transferred to British registry. The Minister of Marine (Mr. Ballantyne) considered—and rightly so, it seems to me—that the more ships we could register in this country the better it would be for us. I will give his exact words:

It should be remembered in this connection that the ships built by the Imperial Munitions Board (for the British Ministry of Shipping), while financed with Canadian credit, were for the British Government, for British registry, and for operation in whatever part of the world they might be needed.

The Minister of Marine at that time did not favour the building of ships to be placed under British instead of Canadian registry. At that time he was purely Canadian; to-day he is somewhat alien, not in blood but in sentiment. In addition to that statement having been made by the Minister of Marine just a few months ago, another gentleman, who is thought a good deal of in this country, made a similar statement. This gentleman is connected with the Marine Department, but yet I think his words will carry some weight. Mr. Alexander Johnston said:

The Minister of Marine, with the most hearty concurrence of the departmental officers, concluded that, if ships were to be built with moneys advanced by the Canadian Government, it would prove more beneficial ultimately to have them owned by Canada, registered in Canada, and subject to direction and allocation by the Canadian Government.

So we have no less a personage than the Minister of Marine and Fisheries and his estimable deputy saying that ships built with Canadian money or with Canadian

credit should fly no other flag than that of the Canadian nation. But we have another gentleman who also was opposed to the plan of financing ships for foreign countries. This gentleman came into this House and strongly recommended that something be done for the shipyards of this country. I refer to the hon. member for Centre Toronto (Mr. Bristol) who came to the Government's defence in regard to the proposed financing of Canadian shipbuilding. Among other things the hon. member said:

Canada was financing the British shipbuilding programme in Canada for the benefit of Great Britain and it was obviously better for Canada in her own interests to finance this programme for the benefit of Canada in view of her need of ships and of after-war conditions than it was to keep on building ships with her credit for the benefit of Great Britain.

If we want to be loyal to Great Britain and Canada why should we advance credit to foreign countries when we are not willing to do it for the Mother Country? If the Minister of Marine is sincere and consistent he cannot come to this House, having made that statement only eighteen months ago, and say that he is quite satisfied to advance money and credit to foreign countries for ships.

I must say that this is a wildcat scheme. If there is any security which is just a little worse than any other it is the security of a ship. Perhaps I may be allowed to make that statement because I have had something to do with ships. If I understand the Bill correctly it means that when the ships are launched and ready for sea they will be immediately transferred to French register.

Mr. BALLANTYNE: No.

Mr. DUFF: Do I understand the minister to say that they will not be registered in France?

Mr. BALLANTYNE: Yes. They will have no other register except Canadian register until such time as the notes are paid and the mortgages are lifted.

Mr. DUFF: The minister corrects me by saying that these ships will be under Canadian register until the notes are paid. Admitting that to be the fact, let us go a little farther. Under Canadian register and under the present Shipping Act, the ships will have to be captained and officered by British subjects. I cannot understand that the French buyer of a ship will want it to be captained by a British or Canadian captain. It is quite evident that the Government has not looked into this matter properly. I fully believe that when