

Mr. GORDON: Well, the foreseeable future in my vision is a long way ahead. I would say this and I think Mr. Sauve would agree, that as of now we feel our fleet is adequate to meet the trade offered. If we do open up trade possibilities which would indicate that another ship would be an economic proposal we would not hesitate to recommend one. We could always charter a ship and get it rapidly into service and probably that would be our first step if we saw enough trade developing. But now I do not think that is an immediate possibility. Certainly if it does develop that way we will not hesitate to make the necessary recommendations.

Mr. BELL: Well, have you considered the possibility, Mr. Gordon, in the future, if new purchases were necessary, of having the type of vessel that would permit a greater passenger accommodation? I realize there is a restriction on the number of passengers that vessels can carry without doctor service, but there is no reason why an ocean going type of vessel would not accommodate a greater number of passengers in a semi-luxury class and also provide adequate freight and refrigerator service.

Mr. GORDON: There is one fatal flaw to that which I am able to speak of for myself, without asking Mr. Sauve. The flaw in that argument is that with a passenger service of the character you are mentioning you must have regular ports of call, you must arrive there on the dot or close to it. You cannot get business in freight unless you are prepared to adjust yourself to the traffic offering in that way. We have made our schedule for our freight carrying vessels so that while we do run a scheduled service we are not absolutely down to a specific time in the same way as passengers. Passengers, in other words, will not be pushed around as bags of flour can be. Will you confirm me, Mr. Sauve, is that right?

Mr. SAUVE: That is right.

Mr. GORDON: As far as I can see, there is not enough in the passenger business to justify any anticipation that we would go back into it particularly in the luxury class. Operating passenger service to the West Indies has now gone so much to aeroplanes that the ship service is hopeless competition.

Mr. HAMILTON (*York West*): You talked about the difficulty of expanding your ports of call. I am anticipating perhaps your answer to this question. Has there been any thought given to the use of the St. Lawrence seaway at all, when it is opened for this West Indies service?

Mr. GORDON: Not specifically on the West Indies service. I doubt very much if it would tie into that, nor do we intend to embark on a ship service up canals or to go into the interior of the country. We do not have that in mind. It may be, however, that we might be able to adjust the service as far as Montreal; but I doubt if we would ever go farther than that. It is one of the many things that we have to examine in regard to the impact of the seaway development.

Mr. HAMILTON (*York West*): Would these vessels be suitable for the canal?

Mr. GORDON: Mr. Sauve tells me yes, these vessels could go up but whether it would be an economic proposition to send them up is another matter.

Mr. HAMILTON (*York West*): It would not be economical, I presume, unless you had a larger fleet.

Mr. SAUVÉ: No, it is your traffic. There would not be too much inbound traffic for Toronto, supposing you ran as far as Toronto and Port Colbourne. Your biggest commodity is sugar.

Mr. BELL: You would have to break the schedule to go to Toronto.

Mr. GORDON: Yes, at least seven more days.

Mr. FULTON: That is something that Toronto will have to do without.