

why they miss the old *Ladyboats*, which touched at all the islands. Take something like the Saguenay Terminals Service which goes all the way down to Guyana and is mainly concerned with hauling bauxite and alumina to Arvida. It touches a number of the islands, not all of them.

Senator HUGESSEN: Have the representatives been satisfied or dissatisfied with the transport facilities, generally speaking?

Mr. CAMPBELL: They were not too happy with the existing shipping. There is a passage in the final communiqué, under the heading of transport and communications rather than under trade, which points out that the restoration of direct shipping services between Canada and the Caribbean area was urged by several delegations. Nevertheless, while we agreed to the waiver of the direct shipment clause, they agreed to the statement that Part II of the 1925 agreement relating to steamship services, that is, the old *Ladyboats*, is recognized as being no longer in effect. That is a closely conceived form of wording.

They did urge the restoration of direct shipping services and it was agreed by Canadian ministers present, and notably by the Minister of Transport, who was an active participant in this part of the proceedings, that this matter should be fully investigated, "in the light of its possible long-term contribution to the promotion of trade."

In other words, as Mr. Pickersgill made it clear to them, this would be regarded as something which could contribute to trade promotion rather than something like the ladyboats which were also cruise ships, and so on. It appears that for passenger service, air transport has taken over where the Ladyboat left off, although West Indies cruise is still a very nice thing. This question of shipping will be looked at in its relationship to trade rather than in its relationship to travel.

Senator HUGESSEN: Are they satisfied with present air services?

Mr. CAMPBELL: There was not complete satisfaction. I think they are regarded as being, on the whole, fairly good between Canada and the area down there, although there are questions of frequency and ports of origin. A little less satisfactory, from their point of view, are the local intra-Caribbean regional air services.

Senator BROOKS: Would not these matters have to be adjusted, if the trade and passenger services increased under agreements to be made later?

Mr. CAMPBELL: Yes. This continuing committee on trade and economic matters which has been created will deal with matters of transport and communications in their relationship to trade. I do not think we need look on this conference as something which has established a firm policy for the next 41 years.

Senator GOUIN: Mr. Campbell referred a few minutes ago to a list showing all companies which had services for the West Indies. I understand this list is a public document?

Mr. CAMPBELL: Yes, sir.

Senator GOUIN: If it has already been published, it would be interesting for us to obtain copies of it. Otherwise, we could have that list annexed to the report of this committee. This problem of communication with the West Indies is a very vital one.

The CHAIRMAN: Mr. Campbell, I may say this to you. The last witness before the committee was Mr. A. W. A. Lane, Director of Section II in the Office of Trade Relations, Department of Commerce. His remarks were directed firstly to the question of trade between Canada and the West Indies, particularly based on the treaty of 1925. As some here will remember, and I think Senator Hugessen was there, the committee was most disturbed as to the question of communications and transport between Canada and the West Indies as related