

Hon. Mr. ROGERS: You had a boat down in Nassau during part of the year, had you not?

Sir HENRY THORNTON: That is one of the regular West Indian service boats; it was not one of these three coastal boats. Oh yes, that is a separate proposition altogether. There were five boats built as the result of the West Indian Trade Treaty which the government negotiated, and one of the obligations of that Treaty was that the Canadian Government should cause to be built and put into effect certain services between Atlantic Canadian ports and West Indian ports; but this is quite a separate and different project that we are talking about.

The CHAIRMAN: That is a separate company known as the Canadian National West Indies Steamship Service.

Mr. DUFF: That is it.

Sir HENRY THORNTON: We ran the Prince Robert. The Prince Robert was delivered in November, and she was run on two or three excursion trips to the British West Indies, and then, on February 22nd, as I recall the date—I may be two or three days out—but it was something like that—then she started on her cruise to South America with the Canadian Trade Commission.

Mr. FRASER: Has she been on the coast yet—on the Pacific Coast?

Sir HENRY THORNTON: She is in service on the coast now.

Mr. HANBURY: Is she in the triangular service?

Sir HENRY THORNTON: In the whole service.

Mr. FRASER: Were those three boats specially built for the triangular service between the three cities?

Sir HENRY THORNTON: We do not distinguish between what you call the triangular service and the coastal service. Because of the addition of these three new vessels to our service we were able to render what you call the triangular service, but that is only part of the Canadian coastal service. All of these vessels call at Vancouver, Victoria and Seattle, or rather, to put it the other way, they call at Seattle, Vancouver and Victoria, and then proceed to Prince Rupert and Alaskan ports, and back again to Seattle around the same route. What you call the triangular service is part of the whole coastal service.

Mr. FRASER: No, that is not my contention, Sir Henry.

Mr. HANBURY: The C.P.R. run on a different basis, do they not?

Mr. FRASER: I am not too sure of my ground. What I thought was that we had put on this new service during the last year for the special purpose of taking care of that traffic which was traffic particularly between the three cities—the same service as the C.P.R.

Sir HENRY THORNTON: We have no vessel which run exclusively or solely between Vancouver, Seattle and Victoria. We have vessels that run between these ports, and in addition to that proceed on their journey northward touching at Prince Rupert and various Alaskan ports.

Mr. FRASER: You have no regular service then between the three cities?

Sir HENRY THORNTON: We have a regular service, but not a service that is exclusively limited to those three cities.

Mr. FRASER: There are none of your boats that are exclusively on that particular trip, on the trip between the three cities?

Sir HENRY THORNTON: That is right. In other words, what I mean to make clear is that what you call the triangular service is only a part of the whole coastal service performed by the same boats that are engaged in the same coastal service.