

MINUTES OF EVIDENCE

TUESDAY, June 1, 1926.

The Select Standing Committee on National Railways and Shipping met at 11.00 o'clock a.m., the Chairman, Mr. Euler, presiding.

The CHAIRMAN: Gentlemen, on Friday last we completed the general discussion on the Merchant Marine Report. This morning, we might go on with the financial report proper of the Canadian Government Merchant Marine, and complete it. On page 10 of the printed report you will find the Operating Account. Is it your desire that we take up the Operating Account item by item, or have you any other procedure to suggest? If not, we will take the first item:

Revenue from Vessels—Closed Voyages . . . \$9,839,816.92
That is the big item.

Mr. Boys: That shows a big increase in the last year?

The CHAIRMAN: Are there any questions upon that item? If not, we will go on.

Mr. Boys: Was that due to the general business of the country, or to a change in policy?

Mr. TEAKLE: (General Manager) I attribute that to a rearrangement of our schedules, placing the ships at better advantage, as we used them, also to better support on the part of the shippers of Canada.

Mr. HEAPS: Do you mean by a readjustment of the schedules that there was an increase, or a decrease?

Mr. TEAKLE: Placing our ships on services we think are more remunerative.

Sir HENRY THORNTON: We were able to tell more accurately which were the more profitable routes, and we tried to arrange our schedules to meet more accurately the requirements of the shipping public of Canada.

Mr. Boys: Have you those distinguished, so that you can give us the results of the different routes?

Mr. TEAKLE: Yes, that was one of the things we were to look at on Friday. We had the information here, if anyone wanted to look at it.

Mr. Boys: What is it that makes you think that you arranged your schedules to meet more accurately the requirements of the shipping public of Canada and in that way got the support of the people of the country?

Mr. TEAKLE: Well, regularity of service, for one thing.

Mr. Boys: Do you mean a diversion of business from some other company to this company?

Mr. TEAKLE: Not necessarily that. We provided schedules which naturally brought business to us, we think.

Sir HENRY THORNTON: Can you give us any particulars of that, Mr. Teakle?

Mr. TEAKLE: Take Australia, for instance; by splitting the service up, making the service once in three weeks or a month instead of as it was. A little over a year ago, we had a monthly service between Australia and New Zealand.

Sir HENRY THORNTON: I think, Mr. Boys, there was a little more aggressive pursuit of business, a little more vigorous advertising campaign, and a