

because of the pressure of business, we had retired from the Seattle service. We had formerly and for many years been running our vessels between Vancouver, Victoria and Seattle.

For instance, one of those new boats very recently took a party representing the Canadian Chamber of Commerce and the Canadian Board of Trade to South America. It was on this service for something like a couple of months, as I remember it offhand, and there was the further opportunity, during the winter time, of running a service for tourists from Vancouver to the British West Indies through the Panama Canal and so on. So for all those reasons we came to the conclusion that having regard to the trend of business at the time, and the conditions which existed then, that to protect the revenues of the company and to take advantage of the business offering, we were justified in asking governmental approval for the construction of three additional boats. Now, at the moment—and I hope I violate no confidences in saying this—the Canadian Pacific Railway and ourselves are considering some joint arrangement for the purpose of pooling our vessels in coastal service on the Pacific Coast, extending those services to San Francisco, and operating our respective coastal facilities as a joint proposition. The traffic officers of the two companies have that now under consideration. I might just at this time go further and say that this is only one of three other important joint arrangements which we have under consideration with the Canadian Pacific Company. I can further say that as the result of two or three meetings which Mr. Beatty and I have had in the last two months, we are endeavouring to avail ourselves mutually of such facilities as we both have which profitably lend themselves to mutual operation, for the purpose of saving money for both companies, and making money also for both companies. This coastal service question to which Mr. Fraser has referred is one of those which we have under consideration, and both companies are getting together wherever we can to try to save money for each of us, and to take money for each one of us. We both realize that the times are such that there is more money to be made out of co-operation than out of competition. Now, that does not mean that in any sense the public is going to suffer, but we are simply trying to pursue the course which two intelligent administrations would follow when they are confronted with the same problems.

Mr. GEARY: Has the loss been very heavy?

Sir HENRY THORNTON: That is just a general narrative, a general explanation that I have tried to give to this committee as to how it came about that our services were enlarged, and what we are trying to do with those services in a co-operative way. I will ask Mr. McLaren, who I believe has the results of operation, to give you that information; and in that connection I would ask you to remember that these vessels were not in operation for anything like the whole of the tourist season of last year. Now, Mr. McLaren, could you give the committee the dates at which the respective vessels went into commission?

Mr. FRASER: What are the names of the new vessels?

Mr. FAIRWEATHER: The Prince Henry and the Prince David.

Sir HENRY THORNTON: There is a third vessel, the Prince Robert.

Mr. FRASER: Is the Prince Robert not delivered?

Sir HENRY THORNTON: Not yet. Now, let me give the dates at which these vessels went into service.

Mr. FAIRWEATHER: They were put into service August 12th, 1930, and on July 30th. I refer to the Prince David and the Prince Henry.

Mr. HANSON: You had the Robert.

Sir HENRY THORNTON: When I say commission, I mean put into commission on these coastal services. It was used in South America.