

Mr. DOHERTY: No competition at Montreal at all.

*By Mr. Milne:*

Q. Could these boats handle grain efficiently?—A. No, you have to figure on these cargoes in vessels especially built for that particular kind of service, either due to their light construction or some such reason, not being available for ocean service. You cannot switch lake tonnage to the ocean, or ocean to the lakes with advantage:

Q. Were these ocean vessels?—A. These were built primarily for ocean transport. They are strongly built vessels, and vessels quite capable of weathering heavy seas.

Q. Could they not be used in some of our ocean lines?—A. They were too small to be profitable in our ocean traffic.

*By Hon. Mr. Graham:*

Q. We have five or six for the West Indies service now?—A. Yes, some of them.

*By Mr. Stewart:*

Q. What tonnage are those?—A. About 3,400 tons.

*By Mr. Harris:*

Q. I take it your policy is to keep all these boats employed?—A. The effort is to keep every vessel employed, to make any money out of it.

Q. That means quite a number will be tied up next season?—A. I think we had a smaller number of vessels tied up last year than in most previous years.

Mr. DOHERTY: Than we had the year before.

The WITNESS (to Mr. Doherty): You only had how many tied up, on an average, last year?

Mr. DOHERTY: About 10.

Sir HENRY DRAYTON: I will say your performance with our emergency fleet has been much better than the performance of the United States with her emergency fleet.

The WITNESS: I thank you for the compliment, but I do not know as it is a very eloquent one, because they certainly made a first-class mess of their fleet.

Sir HENRY DRAYTON: They are subject to the same troubles we are.

Hon. Mr. GRAHAM: Oh, yes.

The WITNESS: They had a much larger fleet, much more difficult to handle. It was an enormous proposition.

*By the Chairman:*

Q. In a general way, Sir Henry, would you care to express an opinion as to whether you consider it worth while to continue this eastern service which resulted in substantial losses?—A. Of course, a great deal of prominence of a humorous nature was given to the famous voyage of one ship which lost \$73,000, but that is not to be taken as typical of the whole of the service. I should say we ought to continue our Oriental service. The more we study it the more traffic we find that can be hauled and developed. It is like everything else. What I said about the Merchant Marine as a whole, I think, applies to the service to the Orient. I should not feel disposed at this stage of the game to throw up the sponge and retire from the ring, but as long as we have these ships, and as long as we have gotten into the jack-pot—probably nobody will understand what I mean by that—but as long as we have gotten into the jack-pot, I think I would be willing to stand a raise or two—

[Sir Henry Thornton.]