

sailing to Bermuda, and Jamaica, Nassau and Belize," whereas this treaty calls for a fortnightly service. We receive from these people in case of loss a maximum from all the Islands of £40,000, which is somewhat important, I think, to consider. I want to call your attention to the fact we are giving our case absolutely away in your own report.

May I ask you another question? Will you tell me if you have any inspection for coal for use in these ships?

The CHAIRMAN: Sir Henry will answer all your questions together.

Mr. DOHERTY: The inspection of coal is handled by the Engineering Department.

Mr. LOGAN: When we were down on the beautiful sunny seas, going between six and seven knots an hour, I naturally enquired what was the matter and was told repeatedly from the engine room that it was the bad coal, and I want to call your attention to the fact, that if that be true, we had better get some better inspection and some better coal.

The WITNESS: I hope this coal does not come from any mine in the Maritime Provinces.

Mr. LOGAN: No, I particularly enquired, Mr. Chairman, as to whether any of this coal came from Cumberland County, and they said no. Now, one or two other questions.

*By Mr. Logan:*

Q. In the first place, what contract have you with the Marconi Company for wireless service on these passenger ships? I ask that question because while we were out for four or five days, from one land to another, and there were two very nice-looking young officers in uniform who admitted they were receiving all the news of the world, the passengers could not find out whether the King or Sir Henry Thornton was in ill-health.

The WITNESS: I suppose no news was good news?

Mr. LOGAN: I would like to know what the contract is with the wireless people, and why it is that passengers cannot receive some news of the world in travelling such long distances. I think that is about the only ship sailing today on the seas of the world on a trip involving four or five days of straight sailing in which no one can get any news from any part of the world.

Another question I would like to ask is this: In view of improved service, and the requirements of that service, have you or your officers made any estimate of how much tonnage would actually be required to transport all the tropical products grown in these Islands if the same came direct to Canada, that goes to the very basis of what we propose to do.

The WITNESS: I don't quite "get" that question.

Mr. LOGAN: We imported nearly \$100,000,000 of tropical products from the United States, according to our Bureau of Statistics. We estimate that a very great quantity of that could be grown in the West Indies, and, in fact, a large quantity of it is grown there and brought to the United States by the United Fruit Company. Supposing we made a readjustment of the tariff in this country whereby we shut out these goods coming through the United States, forcing it all to Canadian ports, have you estimated how much tonnage would be required to handle that immense trade?

The WITNESS: (To Mr. Doherty) Have we a regular service to Brazil and the Argentine?

Mr. DOHERTY: No, we have not, sir.

Mr. LOGAN: I think it would be well in considering the service to the eastern group of the West Indies, also to consider the service to the Argentine and Brazil. I only wish to make one further statement, and that is, I am told by

[Sir Henry Thornton.]