

association with respect to their boatbuilder's section that the section would be notified and consulted before sales were made of marine craft by War Assets Corporation and, if there was such an agreement, why it was not carried out. That is my question.

Mr. HOWE: I can assure my hon. friend that no such agreement is in existence.

Mr. FRASER: I wish to say a word in regard to this return and in regard to pilfering from the Fairmiles which an hon. member has mentioned. If these ships were stripped of all their equipment I think the minister for naval services, who is in the house now, should give to the committee or to the Minister of Munitions and Supply an inventory of what was on these Fairmiles when they were taken over by War Assets Corporation, because I have heard it not just from one side but from men who have been on these boats that there was a regular system of pilfering from them. One dentist told me that medical supplies and medical instruments were taken off the boats wholesale. The minister for naval services shakes his head. He might have turned the boats over complete to War Assets, but he should supply an inventory of what he did turn over, and then we would know what was on these boats and War Assets could let us know what they received.

Mr. ABBOTT: I do not know whether we have an inventory, but it would be easy for me to ascertain what was on these boats when they were declared surplus. I shall be glad to furnish that later to the committee.

Mr. FRASER: I think it is only fair to War Assets and the navy that such an inventory should be supplied, because the navy department might be held responsible for what was found to be stolen.

Mr. COCKERAM: Last night the minister said that he would get the balance sheet of the Park Steamship company. Is it now available for putting on the record?

Mr. HOWE: I have here the financial statements of the company, the balance sheet as of August 31, 1945—

Mr. COCKERAM: And the operating statement?

Mr. HOWE: I think this is the statement my hon. friend wants, but I had better make sure and file it this evening.

Mr. COCKERAM: Is it an annual statement?

Mr. HOWE: This is the financial statement of Park Steamship company as of August 31, 1945.

Mr. COCKERAM: Just for three months?

Mr. HOWE: It is the balance sheet, income statement, list of floating equipment, and so forth.

Mr. COCKERAM: Might we have that statement put on the record together with the last complete annual report on the operations of the company?

Mr. HOWE: I will take my hon. friend's question under advisement and check it at the dinner hour.

Mr. COCKERAM: Surely the minister will not turn us down on our request for a financial statement of this crown company.

Mr. HOWE: If my hon. friend will specify the information he wants I shall get it. I wish to make sure that I get what he wants.

Mr. COCKERAM: I should like to have the annual statement for the last financial year of Park Steamship company including the balance sheet, operating statement and auditor's report thereon, and also from the end of the financial year to date, or within the last month.

Mr. HOWE: I cannot give that, surely. I will give it for the last accounting period. The hon. member has specified what he wants and I will give it.

Mr. BROOKS: With further reference to the storage of ships at Sorel, will the minister tell us exactly what the procedure is when a ship is turned over? Who is in charge of the storage at Sorel; what is he paid, and what are his duties as regards equipment on the ship? How is it turned over to War Assets, and what is the procedure in the matter of turning over ships? I also have heard rumours that there has been pilfering from ships after they have been turned over.

Mr. HOWE: All I can say is that there is anchorage at Sorel to which the navy ties up its ships when they are delivered as surplus to requirements. The ships are tied there, stripped of all gear the navy wishes to keep, and declared surplus to us in that location. That has applied to corvettes and Fairmiles. The anchorage was first used in June and it seemed a desirable location at that time of the year, but obviously it is not a location for the delivery of ships late in the autumn, in view of the ice trouble there. The anchorage is in charge of a retired naval officer, whose name I am unable to give at the moment. I remember there was some discussion about his appointment. Protection was afforded by the Royal Canadian Mounted Police. We had quite a force there protecting these vessels,