

CANADIAN GOVERNMENT MERCHANT MARINE, LIMITED

LIST OF SHIPS SOLD

Name of Ship	Deadweight Tonnage	Date Sold	Sale Price
T. J. Drummond.....	3,501	Aug. 24, 1923	\$110,000 00
J. A. McKeé.....	3,575	" " "	\$110,000 00
Canadian Pathfinder.....	3,640	Oct. 12, 1925	\$ 50,000 00
Canadian Engineer.....	3,679	" " "	\$ 50,000 00
Sheba.....	3,400	Oct. 3, 1923	£ 17,000 less 4% Commission.
Canadian Miner.....	2,778	Mar. 20, 1924	£ 20,000 cash.
Canadian Sealer.....	2,777	" " "	£ 20,000 cash.
Canadian Logger.....	3,839	April 30, 1924	\$100,000 00
Canadian Adventurer.....	3,408	Oct. 19, 1925	\$ 40,000 00
Canadian Sailor.....	3,357	" " "	\$ 40,000 00
Canadian Signaller.....	3,975	" " "	\$ 40,000 00
Canadian Sower.....	3,406	" " "	\$ 40,000 00
Canadian Trader.....	3,341	" " "	\$ 40,000 00
Canadian Warrior.....	3,995	" " "	\$ 40,000 00
Canadian Harvester.....	4,000	Feb. 13, 1926	\$ 50,000 00
Canadian Gunner.....	3,978	Nov. 23, 1926	\$ 50,000 00
Canadian Settler.....	4,918	Dec. 17, 1926	£ 17,750 cash. Less 2½% Commission."

Mr. CANTLEY: I want some information in regard to that ship at Halifax, and what you are going to do with that.

Sir HENRY THORNTON: The one which was ashore in the Hudson Bay?

Hon. Mr. DUNNING: It was not ashore within a thousand miles of the Hudson Bay. She was on her way out.

Sir HENRY THORNTON: That ship was salvaged and brought back to Halifax, and will be scrapped.

Mr. CANTLEY: Have you practically written her value off?

Sir HENRY THORNTON: Yes.

Mr. CANTLEY: And you do not want to give any information regarding the boats on the other side?

Sir HENRY THORNTON: Not in public, I will tell you personally anything you want to know.

Mr. GEARY: Looking at your report, among the losses you have Lost Interest on Government Advances?

Sir HENRY THORNTON: That is right.

Mr. GEARY: What is the compensation for that? What compensating features are there, or are you thinking more of the reaction on the National Railway System?

Sir HENRY THORNTON: It has no relation to the National Railway System. Oh, I get you now. The utility of the Canadian Government Merchant Marine has to be looked at, first, from the point of view of what traffic it brings in itself to the Canadian National Railways; and secondly, and probably more important, how much assistance does it render manufacturers and producers in Canada in the marketing of their products? It means about a million and one-half dollars so far as the railway is concerned. Now when you come to the other aspect, of its usefulness to the nation, I would say that probably its greatest usefulness has been to lumber producers on the Pacific coast. Mr. Stevens probably knows as much or more than I do about that. We have been told by the lumber trade in British Columbia, that our Ocean Services have been of great value to them in the marketing of their particular produce, the service which we have lately inaugurated with the approval of the Ministry of Trade and Commerce to South America have been extremely satisfactory; we are getting full cargoes in both directions. We are getting quite good cargoes in both directions.