

Mr. POWERS: May I ask Mr. Teakle if the complaints which were made at one time, two or three years ago, to the effect that most of the officers were of British birth, and that Canadian officers did not obtain the opportunity to rise to higher positions, has now disappeared? I am told that there has been a material improvement in that respect and I would like to know if you have any figures to give us with regard to the officers of your line.

Mr. TEAKLE: I have no figures, but I have the question seriously at heart and it may interest the committee to have a brief outline. When we took over the fleet in 1919 we were absolutely stripped of anything that looked like sailors, master mariners, or engineers. We naturally had to look to the old land. A number of those men have become Canadian citizens. We then instituted, in conjunction with the Canadian naval training companies, a system of apprentices. We have always favoured, and we are always anxious to get Canadian officers and men and to-day we have in our own fleet junior officers, whom we have ourselves trained as apprentices. You will realize that in taking over 63 ships it was not a small proposition to man them and we had to do the best we could. Whenever we can get a Canadian officer, either deck or engine room, we want him.

Mr. POWER: What is the position at the present time?

Mr. TEAKLE: The majority to-day are Canadians. I would hazard the opinion that we are at least 80 per cent Canadian. That is only an opinion.

Mr. POWER: Is that the junior officers?

Mr. TEAKLE: Through the fleet. The sailors, firemen and deck men we cannot keep track of. But the certificated officers I am willing to chance a guess that we have 80 per cent Canadians. One of our junior officers is a senator's son.

Sir HENRY THORNTON: Be careful, or we will have a senatorial investigation.

Mr. TEAKLE: I just want to answer Mr. Power, that I personally am taking a keen interest in the junior officers.

Mr. POWER: I have a son who might consider the employment.

Mr. TEAKLE: Then do not send him to sea as a cadet. Send him to sea as a deck-hand. That is the way to train him. It is a good service and the ships are well found.

Mr. BELL (St. Antoine): I presume, Sir Henry, that most of the ships in the Canadian Merchant Marine are coal burning, and I suppose burning Nova Scotia coal?

Sir HENRY THORNTON: I am sure I do not know what kind of coal they are burning.

Mr. HEAPS: Would it be fair to tie down the ships to using one specific coal?

Sir HENRY THORNTON: No, I think it would be a great mistake to do that. As a matter of fact, what we try to do on the Canadian National Railway system is to favour goods produced in Canada. Sometimes that cannot be done. I think that is something that had better be left to the intelligence and the patriotism of those who are administering the property.

Mr. HEAPS: I can see where, in the case of a ship sailing from Vancouver, it would be impossible to get Nova Scotian coal.

Mr. CLARK: There is Vancouver Island coal.

Mr. HEAPS: If it is possible to use it, all right.

Sir HENRY THORNTON: Every ship sailing out of Vancouver, bunkers with Vancouver coal; but when a ship is in a Chinese port or some place like that, she has to take what coal is available.

Mr. JELLIFF: I notice last year where we had vessels operating in the grain trade on the Great Lakes. I do not see anything in this report in regard to them. Last year's report gave us 256 voyages in all for our vessels, of which 130 were entered as chartered in grain.