

Mr. FULTON: Let us get for the record some of your fares if you have them available. Some day one of the members here might want to take a cruise to the West Indies.

Mr. GORDON: If you do I would advise you to get your bid in early because those ships are well filled. We have only 12 staterooms that are suitable for members of parliament. We have little or no trouble filling them. There are only three of the ships that have them. We have eight ships in service but there are only three that are equipped for passenger service so that makes 36 staterooms all told.

Mr. FULTON: Have you any typical fares available?

Mr. GORDON: Yes. We have lots of advertising but of course we would not have it here. The round trip would be something under \$500—I would say about \$450. Well, do not quote me on that but I will send you a full advertising brochure.

Mr. HAMILTON (*York West*): What happened to the Canadian Challenger that it required repairing?

Mr. GORDON: It ran into rudder trouble. What was the cause of the damage Mr. Sauve?

Mr. SAUVE: The rudder was damaged. It was one of those unfortunate things that happened and the ship was just put out of commission. It damaged the propeller and she had to be towed from Grenada—this happened coming into Grenada—she had to be towed from Grenada up to Halifax.

Mr. HAMILTON (*York West*): No connection between regular maintenance work and this accident?

Mr. GORDON: No. We were very fortunate that the accident happened in fairly calm water. If we had been on the high seas we might have lost the ship.

Mr. HAMILTON (*York West*): Another question. Are these employees those of the over-all Canadian National Railways or are they employees of the steamship line alone?

Mr. GORDON: They are employees of the steamship line but they come under the provisions of the Canadian National pension fund.

Mr. HAMILTON (*York West*): Do they come within the group of people who are now before the conciliation board bargaining?

Mr. GORDON: No.

Mr. HAMILTON (*York West*): Is there any issue at stake like that for the current year in assessing how we stand?

Mr. GORDON: We have union agreements here, too, of course, but they do not expire until October of this year. There are no current demands before us.

Mr. KNIGHT: I would like to ask Mr. Marler if there are considerations other than the mere making of profit on this particular line which would help to make up the mind of the Canadian government to continue to operate this service. I must apologize for not reading your speech.

Hon. Mr. MARLER: I cannot blame you for that. I will dispense with reading the first four pages of it, Mr. Chairman, but I commented by saying that it was the opinion of the government that this price of a deficit averaging about \$200,000 per annum was not too high a price to pay for the continuation of dependable steamship service between Canada and the West Indies due to the tangible and intangible factors in our trade, and our relations with the West Indies.

Mr. KNIGHT: That is what I wanted to get on the record.