

5. Did the said Canadian members agree to the placing of an embargo on live lobsters under 10½ inches, caught by Canadian fishermen in Canadian or international waters, whereby live lobsters under above mentioned size would not be allowed entrance into United States markets or ports?

6. Were the Canadian commissioners or any of them consulted with regard to the clauses of Bill No. 4871, which was later introduced in the U.S. House of Representatives?

7. Did they give their approval to clause 2 of said Bill, which was to prohibit live lobsters under 10½ inches from being exported from Canada to the United States, either at a meeting of the commission held in the rooms of the Chamber of Commerce, Boston, or at a meeting held in Ottawa, in 1918?

8. Has the said International Commission ceased to function? If not, why not?

Hon. Mr. BALLANTYNE:

1. This matter is under consideration with the United States Government.

2. September 6, 1918, at Lake Champlain, N.Y.

3. Sir J. Douglas Hazen, K.C.M.G., G. J. Desbarats, Esq., C.M.G., Wm. A. Found, Esq.

4. \$5,593.49. Sir J. Douglas Hazen, \$1,436 expenses; G. J. Desbarats, \$1,193.59 expenses; Wm. A. Found, \$1,692.73 expenses. None of the members received any remuneration.

5. No.

6. No.

7. No.

8. Yes.

SS. "STANLEY."

Mr. DUFF:

1. Does the Government own a steamer named the "Stanley"?

2. If so, when did she last undergo overhauling and repairs?

3. Have said repairs been completed, and what were the nature of said repairs?

4. What did said repairs cost?

5. How long was the ship out of commission, giving dates?

Hon. Mr. BALLANTYNE:

1. Yes.

2. At present under repair.

3. No; general overhaul of the hull, boilers and machinery, including removal and re-fitting of certain shell plating, renewal of defective double bottom tank tops under boilers. General overhaul of the main and auxiliary machinery and boilers, overhaul of underwater fittings, also overhaul of the electric light installation including the re-wiring of the ship.

4. Amounts of contracts let, \$23,907.85.

5. December 12; still under repair.

[Mr. Duff.]

SS. "CANADIAN RECRUIT."

Mr. DUFF:

1. Does the Government own a steamer named the "Canadian Recruit"?

2. If so, what is her gross, net and dead-weight tonnage?

3. What did she cost ready for sea?

4. Where is the said steamer at the present time?

5. What amount of insurance is carried on the said steamer's hull?

6. What is the said steamer's valuation as appears in her hull policies?

7. What insurance is carried on said steamer's freight?

8. Whilst vessel is in her present position and condition are the Government's interests being properly protected? If so, how?

Hon. J. D. REID:

1. Yes.

2. Gross tonnage, 2,409; net tonnage, 1,451; deadweight, 3,964.

3. \$813,252.

4. Stranded on Vache Reef in the St. Lawrence at the mouth of the Saguenay.

5. Insurance on hull, \$578,571; other insurance, \$231,429; total insurance on vessel, \$810,000.

6. \$578,571.

7. Freight charges are prepaid, and not insured. Cargo is at shipper's risk, and each cargo owner carries at discretion his own insurance.

8. Yes. Notice of abandonment has been tendered to the underwriters. Necessary steps to prevent further damage have been taken by underwriters' representatives.

SHIPMENTS OF GOODS TO ROUMANIA THROUGH AMERICAN PORTS.

Mr. DUFF:

1. Are Canadian goods, purchased by Roumanians on the credit of the twenty-five million dollars established by the Government, and destined for Roumania, still being shipped through an American port?

2. If so, why does not the Government insist that such goods, destined for Roumania, be forwarded through a Canadian port?

3. Will the Government give this important matter its most serious consideration?

Sir GEORGE FOSTER:

1. Canadian goods destined to Roumania, having been purchased by that country on the credit of the \$25,000,000 advanced by the Government, are not being shipped through an American port. Of a total of over 36,000 tons shipped, some two thousand odd have been shipped through an American port, owing to their being small lots which were wanted quickly and for the shipment of which no boat was at the time available at a Canadian port.

2. Answered by No. 1.