

QUESTION PASSED AS ORDER FOR  
RETURN

CANADIAN GOVERNMENT MERCHANT MARINE

Mr. GRIMMER:

1. Was the Canadian Government Merchant Marine ship Canadian Navigator burned at Barbadoes in or about the month of January, 1925?

2. If so, what insurance was carried on the said ship?

3. Was any inquiry held in Canada respecting the loss of the said ship and if not, why not?

4. What cargo was the Canadian Navigator carrying at the time of her destruction?

5. If the cargo was of an inflammable character are the Canadian Government Merchant Marine still carrying cargoes of inflammable goods, and if so, are such ships insured?

6. What reduction of wages, if any, have been made since 1922 with regard to, (a) officers, (b) engineers, (c) crews of ships in the Canadian Government Merchant Marine sailing from Atlantic ports?

7. What reduction, if any, in wages since 1922 has been made with respect to the same classes of ships sailing out of Pacific ports?

8. What reductions or increases have been made in the salaries of the general manager, the assistant General Manager, the general superintendent, the marine superintendent and the assistant marine superintendent during the same period?

9. What new offices have been created during the same period in the Canadian Government Merchant Marine?

10. Is it true that two new assistants have been appointed to the general manager?

11. What reduction in the number of able seamen has been made on the 8,000-ton class of ships since 1922?

12. What is the system of promotion in vogue on board the Canadian Government Merchant Marine ships?

13. Is the promotion by seniority or pull with the management?

14. Was the ship Canadian Ranger stranded in the St. Lawrence river in the summer of 1924?

15. If so, was any inquiry held into such stranding and when and where and by whom was such inquiry made?

16. Why was Captain Gowdy promoted to the position of marine superintendent over Captain Monk who had been in the service as assistant marine superintendent for several years?

17. What were Captain Gowdy's qualifications for promotion over the heads of many of his seniors in the service?

18. Was Captain Smeltzer of the ship Canadian Runner dismissed from the service in or about the month of July, 1923?

19. If so, what were the reasons for his dismissal?

20. If so, what the reasons for his reinstatement in or about the month of January, 1924?

21. What was the cost of (a) temporary, (b) permanent, repairs to the ship Canadian Ranger due to the stranding of the said ship in the St. Lawrence river in the summer of 1924?

22. Was this damage covered by insurance?

23. What is the average cost per annum of operation of ships of the 8,000-ton class in the Canadian Government Merchant Marine?

UNOPPOSED MOTIONS FOR PAPERS

ELECTRIC MACHINERY COMPANY

Mr. MACLEAN (York) (for Mr. Foster):

For a copy of all correspondence, letters, telegrams, affidavits, reports, communications and documents of [Mr. Robb.]

all kinds between the Electric Machinery Manufacturing Company, of Minneapolis, Minnesota, and the Honourable the Secretary of State or any officer of the Department of the Secretary of State or any other departments of the government or any officers of any other departments of the government between the 11th of November, 1919, and the present time, regarding the incorporation of the Electric Machinery Company, Limited, and the suggested change of name of that company to the H. G. Stewart Machinery Company, Limited.

Mr. WHITE (Mount Royal) (for Mr. Foster):

For a copy of all correspondence, letters, telegrams, affidavits, reports, communications and documents of all kinds passing between E. W. Bachus and Bachus-Brooks Company and the Honourable the Secretary of State or any officer of the Department of the Secretary of State or any other departments of the government or any officers of any other departments of the government between the 11th of November, 1919, and the present time, regarding a change of name from the Electric Machinery Company, Limited, to the H. G. Stewart Machinery Company, Limited.

Mr. WHITE (Mount Royal) (for Mr. Foster):

For a copy of all correspondence, letters, telegrams, affidavits, reports, communications and documents of all kinds passing between Canadian Minneapolis Electric Company, Limited (subsidiary of Electric Machinery Manufacturing Company, Minneapolis), and the Honourable the Secretary of State or any officer of the Department of the Secretary of State or any other departments of the government or any officers of any other departments of the government between the 11th of November, 1919, and the present time, regarding a change of name from the Electric Machinery Company, Limited, to the H. G. Stewart Machinery Company, Limited.

Mr. WHITE (Mount Royal) (for Mr. Foster):

For a copy of all correspondence, letters, telegrams, affidavits, reports, communications and documents of all kinds passing between the Canadian Minneapolis Electric Company, Limited, and the Honourable the Secretary of State or any officer of the Department of the Secretary of State or any other departments of the government or any officers of any other departments of the government between the 11th of November, 1919, and the present time, regarding a change of name from the Electric Machinery Company, Limited, to the H. G. Stewart Machinery Company, Limited. Also a return showing the names of all Directors of Canadian Minneapolis Electric Company, Limited.

Mr. WHITE (Mount Royal) (for Mr. Foster):

For a copy of all correspondence, letters, telegrams, affidavits, reports, communications and documents of all kinds passing between Henderson & Herridge, Ottawa, and the Honourable the Secretary of State or any officer of the Department of the Secretary of State or any other departments of the government or any officers of any other departments of the government between the 11th November, 1919, and the present time, regarding the Electric Machinery Company, Limited, and a change of name from the Electric Machinery Company, Limited, to the H. G. Stewart Machinery Company, Limited.