

APPENDIX No. 5

By Hon. Mr. Graham:

Q. Have you not made all the preliminary statements to the Committee you want to, concerning the West Indies?—A. I think I have. I would rather profit from the questions which the members of the Committee might wish to ask.

The CHAIRMAN: Is it the wish of the Committee that Mr. Logan be heard?

Agreed.

Mr. LOGAN: Mr. Chairman, I would like to submit a statement to Sir Henry, in order to get this on the record, to show the improvement in the earning capacity of this West India Line. I would like to ask if this statement is correct. It is from the Department. It shows that in regard to passenger service in 1921 the receipts were \$269,547.08, while the expenses of that year were \$580,536.62; a net loss of \$310,989.54. The next year, 1922, the receipts were \$344,559.53; the expenses \$599,880.49, a net loss of \$255,320.96. In 1923 the receipts were \$474,497.93, the expenses \$649,799.72, a net loss of \$175,281.79. That was a betterment in two years of about \$135,000 in the passenger service. The total loss in the passenger service in three years was \$741,592.29. Now, take the freight service. In 1921 the receipts were \$1,442,848.62; the expenses \$1,561,897.64; a net loss of \$119,049.02. In 1922 the receipts were \$855,947.20, the expenses \$744,526.52, a net loss of \$111,420.68. No, that is a profit that year, a profit of \$111,420.68. In 1923 the receipts were \$1,402,880.98; the expenses were \$1,449,951.50, a net loss of \$47,070.52. To recapitulate, the losses on freight service in the three years amounted to \$54,698.86; the net losses, all services, \$796,291.15.

By Mr. Logan:

Q. May I ask, Sir Henry, if this agrees with your statement as you have it before you?—A. Let us check that statement, Mr. Logan, and then I will answer.

Mr. LOGAN: I will not take up much time of the Committee, but I want to ask a few questions upon which I think we should get some information.

By Mr. Logan:

Q. In the first place, Sir Henry, are you aware that the agents in your West India Line are almost invariably agents of your chief competitors? That seems to be a complaint. I heard that myself, and I saw it myself in one or two cases, and other people have brought it to my attention, that all through these islands the agents of the Canadian Government Merchant Marine are, in most cases, agents of competing lines, which compete to Boston, New York, and important American points. There is another thing to which I want to call your attention—A. I will take notes of these various points and answer you later on.

Q. I am anxious to get information. Everybody is thinking seriously about these matters. I wish to call your attention to the trade agreement of 1920 with these islands. You will find in Article 10, sub-section 2, that we undertook to provide for the Barbadoes end of the service, ships which would have a speed of 12 knots, and provide accommodation for 100 first-class passengers, 30 second-class, and 100 steerage deck passengers. We are not providing any accommodation for passengers, except maybe deck passengers, in that service. Turn over to the contract with the Western group, that is Jamaica, or rather, Nassau and Belize. We undertook in this agreement, in Article 15, to give on this service a fortnightly freight service. Now, they claim, of course, in this country that we are not giving a fortnightly service, and I call attention to the fact that in your own report you rather make out these people's case; because you do use the expression "West Indies" for instance, referring to this service, "three-weekly

[Sir Henry Thornton.]