

## APPENDIX No. 5

Q. How about the boats you refer to as needed in the Pacific coastal trade; are they of the same type?—A. No, they would be 3,000 ton passenger and cargo steamers, running out of Prince Rupert and up to Alaska.

The CHAIRMAN: Had you completed that particular branch of your statement? Let us go on now.

The WITNESS: I said all I had to say about the voyages from Quebec and Montreal, about which I was asked yesterday.

*By Mr. Stewart:*

Q. Am I right in this conclusion, that from the results of the typical voyage you have given, it must be a fact that in the carriage of grain, the boats would have to have practically a complete full return cargo to make it profitable?—A. I would not say a complete cargo; but at least a 50 per cent cargo. I do not think we would have to have a full cargo westbound.

Mr. DOHERTY: About \$10,000 to \$12,000 would allow us to break even, I think.

The WITNESS: About a 50 per cent cargo?

Mr. DOHERTY: Yes, about.

The WITNESS: If we could get a 50 per cent cargo westbound we could break even and do a little better.

*By Hon. Mr. Graham:*

Q. That would not pay your overhead?—A. No.

*By Mr. Stewart:*

Q. That would not take depreciation into account?—A. No.

*By Mr. Kyte:*

Q. What other lines are competing with you?

Mr. DOHERTY: We are the only lines operating to Cardiff and Swansea, but to the other ports, Liverpool, Glasgow, Aberdeen, and London, we have the Cunard Line out of Montreal, the Donaldson Line, the Thompson-Cairn Line, the Canadian Pacific, Inter-continental Transports, Furness-Withy, and the White Star.

*By Mr. Kyte:*

Q. They carry cattle and grain to these other points?—A. Some of them do and some of them do not.

Q. How do the ships of the Canadian Government Merchant Marine compare with those competing ships in point of speed and carrying capacity, and cost of operating?—A. As far as speed is concerned we compare favourably with some. There are others that are more speedy. As far as operating expenses are concerned, I do not know that I would be capable to answer that question, as I am not aware as to just what the others have to do in that respect.

Q. Needless to say, these steamships that are owned by private companies are not operating at a loss, or they would not continue very long?—A. They are, positively.

Q. I mean, over a continued period?—A. They all say they are operating at a loss. I read from the report of some speech of the Chairman of the Thompson-Cairn Line, in which he painted a very depressing picture.

Q. That would be for a short period? I cannot imagine that they would stay in business very long, in a losing undertaking.—A. That is quite true, but I think you must admit, if you take the statements of ship owners as correct you can only conclude that they are hanging on, hoping for better times.