

Sir EUGENE Fiset: That is not what I am asking. Do you get the regular reports from the shipping conferences as to freight rates, notwithstanding the fact that you do not form part of the conference?

Mr. DOHERTY: What do you mean by "regular reports"?

Sir EUGENE Fiset: The regular reports. You know very well that these reports come out daily or hourly—

Mr. DOHERTY: Do you mean advices of rate changes?

Sir EUGENE Fiset: Yes.

Mr. DOHERTY: They do come to us.

Mr. BELL (Montreal): When did you leave the conference?

Mr. DOHERTY: A year ago last February.

Mr. POWER: Since the time of the advent of the corrugated ship.

Mr. CLARK: The only difference between the present situation and the past situation is that the Canadian Government Merchant Marine takes no part in the meetings, and takes no part in the fixation of rates.

Sir HENRY THORNTON: That is true; that is right.

Mr. HEAPS: Mr. Chairman, we were going to discuss the question of the rates on steers.

The CHAIRMAN: I may say to the committee that we sent word to Colonel Mullins, but he was not in his room, and could not be found. Does the committee desire to go on despite that fact; we would like to make progress.

Sir HENRY DRAYTON: I suggest the easier thing to do is to file a statement which is already prepared, going into the whole question of the cost of this service, and also file last year's statement,—have Mr. Doherty put them in, and he can come back some time when Mr. Mullins is here.

Sir HENRY THORNTON: Even if we close with the Merchant Marine, we can easily go back to that particular item for Colonel Mullins.

The CHAIRMAN: Would it be satisfactory to have a little statement made now? It would appear in the record.

Sir HENRY THORNTON: That has all been gone into.

Sir HENRY DRAYTON: It was worked out with great care. We had shipment after shipment in there, showing how much we carried, exactly what it cost, and I think that could easily be found and put before the committee, and then Mr. Doherty, who was responsible for it, could be here when Colonel Mullins is here, after he has had a chance to read it, and examine it.

The CHAIRMAN: What is the pleasure of the committee?

Mr. POWER: Generally speaking, could we hear whether the shipment of cattle is profitable or not?

The CHAIRMAN: We might have a brief statement on that.

Mr. TEAKLE: Yes, I happened to think of this before coming down. We have made some statements here, and putting the cattle on a basis of \$20 per head, as against general cargo, we figured we lost per voyage, carrying cattle, \$46. Provided we got the full load of 233 head, at \$20, and figuring the equivalent in the same space for general cargo, we lost \$46 on the voyage.

Mr. HEAPS: At \$20 per head?

Mr. TEAKLE: Yes, so if you reduced your freight rate to \$15 you would increase the loss.

Sir HENRY DRAYTON: What cargoes are you comparing—with the deal cargo? We had something to do with that a while ago.

Mr. TEAKLE: No, with general cargo and grain.

Mr. POWER: General cargo pays better?

Sir HENRY DRAYTON: Yes, by \$46.

Mr. TEAKLE: Our ships carrying cattle—we never claimed for them that they were strictly cattle-carrying boats.

Sir EUGENE Fiset: You have fixed up some of them?