

14-15 GEORGE V, A. 1924

Q. In the meantime, leave it as a charge against the ships?—A. I don't think you ought to load the camel down to the breaking point. Give it a chance to see what it can do.

Mr. BLACK (Halifax): Unfortunately you have not your own camel.

The WITNESS: Just a minute. One moment there. I want to say this quite positively that any recommendation I make, or anything that I say, is made or said sincerely and I would exercise the same care in making that statement as though it were my own money. I do not want this committee, or anyone else, to think that I am making any recommendation, or making any other statement than that which is sincere, and to the best of my judgment in the interest of the enterprise.

The CHAIRMAN: I think that remark was quite out of order.

Mr. STORK: I would like to say a word in connection with the item raised by Mr. Stewart in regard to the Pacific. The report shows the Coastal Service last year made a profit of \$84,650, and I am sure, in connection with that it was largely due to the equipment which the Canadian National Railways have on the Pacific. They had four boats there. The *Prince Rupert* and the *Prince George* are the "crack" steamers of the Pacific; they are operating between Vancouver and Prince Rupert; they are the best boats on the Pacific Ocean, and that is why we are getting such a great traffic out there. They had two smaller boats, the *Prince Albert* and the *Prince John*. They were smaller combination boats, passenger and freight. The *Prince Albert* has been sold, but now there is a territory in the north there, which is, I think, the fertile field of north-western Canada. There are mines at Stewart, and at Anyox, which are the greatest mines in Western Canada. I think the Premier Mine is perhaps the richest mine in the world to-day. There is tremendous traffic to be obtained there. Two years ago the Grand Trunk boats went as far as Alaska, but the service was so erratic that they could not keep that up. Our railroad runs through the southeastern corner of Alaska, and the whole Alaskan territory is tributary to the Canadian National Railways, and the trade to be developed depends entirely on the equipment which we offer. I am very glad indeed to hear Sir Henry state that he has in contemplation the placing of another steamer on that route. I am thoroughly satisfied that is a field which should be developed. That is the field which will pay interest on the investment. The boats we have are doing well, because they are especially adapted for that particular trade, and there is a wonderful field of development to be worked up there, and this condition will be improved, and I am satisfied, improved very materially by the increase in the fleet with proper class of boats.

*By the Chairman:*

Q. Do you care to make any statement in regard to that, Sir Henry?—A. Nothing, except in a general way, to endorse what has been said. The Pacific Coast trade is a very profitable trade and can be made more so, and I am very much in hopes we will be able to provide this additional vessel, which I think will very materially add to the net results of the Pacific Coastal traffic, and also give us an opportunity of getting a great deal of the Alaskan trade, which we do not enjoy at the present time.

Hon. Mr. GRAHAM: Supposing you now jump over to the West Indies.

The CHAIRMAN: Perhaps Mr. Logan will not object to his making a preliminary statement in regard to that. Sir Henry has a few remarks to make regarding it.

*By the Chairman:*

Q. Are you ready to go on with the West Indies?—A. Yes.

[Sir Henry Thornton.]