

of our export cattle trade, the Committee recommends that the Government consider ways and means of improving the facilities and reducing the cost of transportation of live cattle to Great Britain.

*West Indies:*

Fortnightly freight service to St. Kitts, Antigua, Barbadoes, Trinidad and Demerara.

Three-weekly passenger and freight service to Bermuda, Nassau, Kingston and Belize.

The latter service has been, since its inception, and is at the present time, maintained by the steamers *Canadian Fisher* and *Canadian Forester*, of 5,100 tons gross, and was instituted at the request of the Government under the terms of the agreement concluded at Ottawa in June, 1920, when the Government of Canada undertook to provide a fortnightly freight, mail and passenger service, between Canada, the Bahamas, Jamaica and British Honduras, with the following stipulations—the agreement remains in force for a period of ten years:—

1. The steamers to be not less than 3,500 tons dead weight; to have an ocean going speed of not less than 10 knots; to have accommodation for from 15 to 20 first class passengers; and to be provided with 'tween decks.
2. The steamers to sail from such Canadian ports as their conditions require and to proceed to Belize, British Honduras, calling at Nassau, Bahamas, and at such port or ports in Jamaica as may be necessary, and call on the return voyage at such port or ports in Jamaica as may be necessary, and at Nassau.

The colonies directly concerned undertook to recommend to their governments that if the service proved unremunerative they would contribute 25 per cent of any loss provided that the amounts contributed should not exceed in the case of the Bahamas the sum of 3,000 pounds per annum, and in the case of British Honduras the sum of 5,000 pounds per annum, and in the case of Jamaica the sum of 5,000 pounds per annum.

The West Indian service was inaugurated in January, 1921, and in June, 1922, the port of Hamilton, Bermuda, was added to the itinerary.

The steamers, as originally laid down, were to be built as purely cargo steamers, but with the concluding of the West Indian agreement and the decision of the Government that we should undertake the service, necessary alterations in the plans were made to provide accommodation for a maximum of 35 passengers. The passenger accommodation, while the best that could be provided under the circumstances, is not entirely suitable to the tropical trade, and this condition is largely responsible for the difficulties which were experienced in securing full complements of passengers for our various voyages. Cold storage accommodation is not available and could not be profitably incorporated in the steamers. This accommodation is essential for the proper development of the trade.

Based upon the evidence given before the Committee by the President of the Canadian National Railways, it is felt that the passenger and freight business between Canada and the West Indies could be greatly increased, with resulting profit, if modern vessels with cool air and cold storage facilities could be provided for the accommodation of bananas and other fruit which could be marketed in Canada through direct importation via Canadian ports rather than through United States ports as at present, but this business naturally cannot be secured without steamers of greater speed and proper cold storage facilities.