

	<i>Pacific</i>	
Australia..	330,000	16
Orient..	173,000	14
India..	73,000	1
Coastal..	54,600	51
		82

By Hon. Mr. Graham:

Q. Do those charters include any charters for the carrying of potatoes to Prince Edward Island and New Brunswick?—A. No, there was one voyage—

Q. How did you come out on that?—A. I cannot tell you offhand.

By Mr. Harris:

Q. Just take up the first item for a moment. Can you distinguish the United Kingdom and the Continent as between the Atlantic portion and the Pacific portion?—A. Well, we established a route from Vancouver through the Panama Canal late last year largely for grain. That is a route from Vancouver to Liverpool or United Kingdom points, but none of these voyages were completed within the year. While mention is made of these services, the financial result from these voyages are not included in last year's report, but there is no reason why we could not give you a statement of how these voyages worked out, although it is not in last year's report. Generally speaking, they were pretty satisfactory. I cannot give you the exact figures, but the service is a service of considerable promise.

Q. Then the 65 voyages are purely Atlantic?—A. Yes.

Q. How many of them went from Montreal, how many from Quebec and how many from Halifax?—A. There are two classes of services; in the services to the United Kingdom there were services to London, Antwerp, and to Cardiff and Swansea and to Liverpool. These were the three. Now, I cannot tell you offhand the segregation of each one of those services, but if you want it we can get it.

Q. Where did they originate? Montreal?—A. Well, I suppose most of them did originate in Montreal. Of course, it was Montreal in the summer, although some called at Quebec and some at St. Johns and Halifax. I have not that data with me, but it can be obtained.

Q. Generally speaking, it was Montreal when the season was opened?—A. Yes, that is right.

Q. There is no real change in the policy of the Canadian Merchant Marine to try to make full cargoes in Quebec?—A. Try to make full cargoes?

Q. Yes?—A. We try to make a full cargo from any place. Any place we can get one, it is profitable to do it. I do not think there has been any effort to single out any particular port and force a full cargo from that port. We have taken traffic where we could find it, and if, of course, we could get a full cargo from any particular port, that would be the thing we would go after, because that is obviously the most profitable.

Q. Then the calls at Quebec would not be very profitable?—A. No, you lose a certain amount of time, you know, and it would not be very profitable, no.

Q. Practically every one of these voyages in the summer had to come to Montreal to get the cargo?—A. That is the ultimate port, yes.

By Hon. Mr. Graham:

Q. I think Mr. Harris and I are perhaps thinking along the same line. Is an effort being made or would it be successful, or has it been tried, to bring cattle directly from the west to Quebec and ship them from there instead of from