

subsidy to the coastal trade. It is not a matter to be entered into lightly. However, the possibilities for our shipbuilding yards are good. I am satisfied that the more efficient yards will have a very good season next year. There is a good deal of tonnage being quoted on at the present time, and I know that other requirements are coming forward. The yard that cannot make a price will probably not be very active—but no government can do anything about that. There will be a good volume of shipbuilding for Canadian yards during 1946. I wonder if I have covered the subject.

So far as a maritime commission is concerned, may I say that the government is giving serious consideration to the establishment of a maritime commission. Legislation will be brought down in due course—not at this session. There again we might like to make sure that we have a personnel which will be qualified to administer problems which will have to be dealt with.

Mr. GREEN: How would that maritime commission operate?

Mr. HOWE: Government policy in that regard must be made known in due course.

Mr. GREEN: Last year the shipbuilders submitted a brief for shipbuilding, and as a result a committee was set up some time in the month of September of last year to review their proposals. We have never heard whether anything further was done by that committee. Has it been allowed to die out, or is the committee still working on the brief?

Mr. HOWE: There was an interdepartmental committee of officials set up to study the situation. A report was made and it is receiving consideration by the government.

Mr. GREEN: Is the committee still functioning?

Mr. HOWE: I think so, yes.

Mr. GREEN: A suggestion was made that people would be called in from the shipbuilding industry. Was that ever done?

Mr. HOWE: I fancy so; I am not sure. It was a duly constituted interdepartmental committee of high ranking officials of the government. The report was made. Just what methods the committee used in securing its information, I am not sure, but I rather think they heard those who were interested.

Mr. COCKERAM: What are the names of the private operators who operate Park Steamship Company Limited? Has the minister the names of the operators?

Mr. HOWE: The list is as follows:

Managing Operators	Number of Ships
West Coast	
Anglo Canadiana Shipping Co. Ltd...	10
Canada Shipping Co. Limited	4
Canadian Australian Line Ltd.	8
Canadian Transport Co. Limited ...	10
Empire Shipping Co. Limited	6
North Pacific Shipping Co. Ltd.	5
Seaboard Shipping Co. Ltd.	10
Johnson Walton-Steamships Ltd. ...	2
East Coast	
Canadian Pacific Steamships Ltd. ...	10
Cunard White Star Limited	10
Elder Dempster Lines Ltd.	4
Furness, Withy & Co. Ltd.	9
Constantine Line (Canada) Ltd.	4
March Shipping Agency Ltd.	2
McLean Kennedy Limited	10
Montreal Australian New Zealand Line	4
Montreal Shipping Co. Ltd.	5
Canadian National Steamships Ltd...	11
Saguenay Terminals Limited	3
Shipping Limited	1
H. E. Kane & Company Limited	2
Inter-Provincial Steamship Co. Ltd..	2
Bickford & Black Limited	5
Imperial Oil Limited	10
Shell Canadian Tankers Ltd.	5

154

Mr. COCKERAM: Are those ships chartered to these companies?

Mr. HOWE: No, the companies are paid a fee for operating the ships for government account.

Mr. GREEN: Will there be any more ships built for Park Steamship Company Limited?

Mr. HOWE: There are three being built at the present time. I would not say that the government would not, nor would I say that it would. I believe Canadian government policy must be made known from time to time.

Mr. GREEN: The minister would not say?

Mr. HOWE: There is nothing in the estimates for more ships.

Mr. GREEN: Can the minister say whether there is any intention of building faster ships for Park Steamship Company Limited.

Mr. HOWE: The last three are a series of faster ships.

Mr. MACDONNELL: When the minister says that ships are being operated for government account, in consideration of a fee being paid, does he mean that the operators