

Committee and sent this Bill to us. We are amending it only in order that we may, if we deem proper, make the provisions regarding attendance and deductions more stringent upon our own House.

The proposed amendment was negatived.

Section 4 was agreed to.

The preamble and the title were agreed to.

The Bill was reported as amended.

THIRD READING

Hon. Mr. DANDURAND moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

INTERPROVINCIAL TRADE

MOTION—DEBATE CONCLUDED

The Senate resumed from June 15 the adjourned debate on the motion of Hon. Mr. Barnard:

That at least two of the vessels now owned by the Government be placed on service between British Columbia in the west and Quebec ports during summer months and Nova Scotia and New Brunswick ports in the winter months, for the purpose of assisting in the development of our Natural Resources, and to increase the interprovincial trade between Eastern Canada and Western Canada, and that such service shall be increased as business demands.

Hon. Mr. DANDURAND: I adjourned this order from day to day with the constant hope that I would have some time to examine into the question which was raised in the course of the very interesting debate which took place on the motion of the honourable member from Victoria (Hon. Mr. Barnard). Unfortunately, I have had very little time—indeed, I should rather say I have had no time—to give to this matter. The Bills which came from the other House monopolized all the time that I could command, and I should perhaps have given still more to some of those Bills if I had been able to do so.

I asked the Railway Department for a memorandum on the main questions that were submitted to this House, and I have received one. At the threshold of this memorandum we find that the Canadian Merchant Marine is not being administered by a department of the Government, but by the Canadian National Railway Board. The following is the memorandum:

The arguments put forward by the honourable gentlemen who have spoken in support of the establishment of a service by the Canadian Government Merchant Marine between British Columbia in the west, and eastern Canadian ports, by way of the Panama Canal, will be brought by the Government to the attention of the President of the Canadian Government Merchant Marine (Sir Henry Thornton), who

will be asked to have the representations as to latent traffic carefully investigated and to see that the possibilities of such a service are fully considered.

It is claimed by the Management that the co-operation of the fleet has proved of advantage to the National Railways; that shipments turned over to the Railways for the eleven months ended November, amounted to 172,577 tons, to which should be added 36,949 tons of import freight handed over the Government dock at Vancouver during the same period.

The total value of commodities exported from Canada by the Canadian Government Merchant Marine for the 12 months of 1922 was \$41,064,148, and from the United States \$2,361,367. The value of traffic carried by these vessels from the inception of the service in 1919 to November, 1922, inclusive, was,—Canadian, \$145,511,343; American, \$10,971,828, a total of \$156,483,171.

Revenue accruing to the Canadian National Railways from passengers carried to and from the steamers for the 11 months ended November last amounted to \$32,101, business which the Management feel would have been handled through other channels and by other roads had the company's facilities not been in operation.

At the present time the fleet consists of 64 steamers, three of which are of 2,800 tons dead weight; six of 3,400 tons; three of 3,500 tons; ten of 3,750 tons; eight of 4,300 tons; eight of 5,100 tons; twenty-four of 8,100 tons and two of 10,500 tons.

At present the following services are being operated:

Montreal to St. John's, Nfld. (every three weeks)—Canadian Sapper.

Montreal to Barbados, Trinidad and Demarara (fortnightly)—Canadian Carrier, Canadian Runner, Canadian Squatter, Canadian Otter.

Montreal to Bermuda, Nassau, Jamaica, Belize (every three weeks)—Canadian Fisher, Canadian Forester.

Montreal to London and Antwerp (fortnightly)—Canadian Victor, Canadian Commander, Canadian Planter, Canadian Conqueror.

Montreal to Cardiff and Swansea (fortnightly)—Canadian Challenger, Canadian Mariner, Canadian Explorer, Canadian Leader.

Montreal to Australia and New Zealand (monthly)—Canadian Pioneer, Canadian Cruiser, Canadian Constructor, Canadian Miller, Canadian Ranger, Canadian Seigneur, Canadian Spinner.

Vancouver to Australia and New Zealand (monthly)—Canadian Winner, Canadian Importer, Canadian Scottish, Canadian Traveller, Canadian Prospector.

Vancouver to Japan and China (monthly)—Canadian Transporter, Canadian Highlander, Canadian Freighter, Canadian Skirmisher.

Vancouver to India—(as occasion warrants)—Canadian Britisher, Canadian Inventor.

Vancouver to California Ports (weekly)—Canadian Volunteer, Canadian Rover, Canadian Observer, Canadian Farmer.

Operating in Great Lakes, carrying grain from Head of Lakes to Port Colborne and Bay Ports—Canadian Adventurer, Canadian Sower, Canadian Trader, Canadian Sailor, Canadian Engineer, Canadian Pathfinder.

Special charters—Canadian Navigator, Canadian Logger, Canadian Coaster, Canadian Harvester, Canadian Beaver, T. J. Drummond, J. H. McKee and Sheba.

Respecting special charters, with the exception of the T. J. Drummond and J. H. McKee, which are leased on the bare boat basis, the Company is operating and handling all of the same.

The foregoing comprises the presently active fleet. In addition, there are the following vessels at present tied up;

At Montreal: Canadian Aviator, Canadian Hunter, Canadian Trapper, Canadian Rancher, Canadian Raider, Canadian Trooper.