

Q. The 1923 conditions are not likely to be repeated, are they?—A. Not with Vancouver handling approximately 100,000,000 bushels of the grain crop for export.

By Hon. Mr. Dandurand:

Q. What are your specific objections to the Bill as framed?—A. Other than the items relating to the coasting laws, our objections are minor and more on technical grounds, which I hesitate to lay before the gentlemen here. I think we can straighten them away with the officers of the department if we are afforded an opportunity.

By Right Hon. Mr. Meighen:

Q. You do not object to the coasting law?—A. No, we like it as framed, and we should like to see the clause with reference to the ownership of the Canadian registered tonnage more definite than it is.

By Hon. Mr. Stanfield:

Q. What percentage of your steamers were tied up last year?—A. I think one-third.

By Hon. Mr. Tanner:

Q. How far short is this Bill of the policy you are advocating?—A. The Bill is generally in line with the policy that I am advocating, with the exception that the clause which refers to the ownership of Canadian Registered British Tonnage is somewhat indefinite.

Q. How much more protection is there to United States coasters than is given by this Bill to Canadian coasters?—A. Their law requires that seventy-five per cent of the ownership of American tonnage be vested in American citizens.

By Right Hon. Mr. Meighen:

Q. And the ships must be built there?—A. And the ships must be built in the United States.

By Hon. Mr. McRae:

Q. What percentage of the tonnage of your ships was built in Canada?—A. Since I have been in the position which I now occupy, in the last eight years we have built two ships in Great Britain engaged in the coastwise traffic on the lakes. We have built fourteen small ships at shipyards in Canada which we own and control. In addition to the fourteen ships used in the coastwise trade, we have built for ourselves four passenger steamers at a cost of approximately \$1,150,000. We have also built ships for the Canadian Government and the Canadian Railways Department, such as the recently completed car ferry *Charlottetown*. We were able to secure those orders by reason of the fact of the Government requirements that Canadian labour and Canadian material be used in the construction of these government ships. We secured the contracts in competition with other Canadian yards.

By Hon. Mr. McRae:

Q. Have you purchased any British ships for your fleet in the last ten years?—A. Two only, sir.

By Hon. Mr. Griesbach:

Q. What is the Canadian material content of a Canadian built ship?—A. I would think in the neighbourhood of from 92 to 95 per cent.

Q. Do you build the engines here?—A. A number of them, yes, sir.