

Mr. FLINTOFT: The trans-Pacific and trans-Atlantic are not. Commander Aikman will deal with those services in detail later.

Mr. MACINNIS: Are the ships mentioned on the first page of your brief registered in Canada?

Mr. FLINTOFT: Some of them are. You are speaking now, Mr. MacInnis, more particularly of the Pacific ships?

Mr. MACINNIS: The statement appears: "The Canadian Pacific Railway Company is the only Canadian company operating an express, passenger and freight service," and so on, and I want to know are all those ships running between the points mentioned of Canadian registry, and if not, how many are.

Mr. FLINTOFT: I think on the Pacific service there are only two, the Russia and Asia, which are of Canadian registry. On the Atlantic I do not think any of our ships are of Canadian registry.

Mr. MACINNIS: Then to a large extent it is not a Canadian company.

Mr. FLINTOFT: I have always been given to understand that we are a Canadian company, but the port of registry of the ships does not necessarily coincide with the residence of the owner. That is very common throughout the world. The money that built the ships is Canadian money—well, not Canadian money because we have shareholders all over the world, but they are financed by the Canadian Pacific Railway Company.

Mr. NEILL: I cannot see that that is pertinent.

Mr. HOWDEN: Where would these ships be registered if not in Canada?

Mr. FLINTOFT: They are all registered in Great Britain.

I was going to refer to the subventions for the fiscal year ended March, 1936. For the service over the Atlantic between Canada and Great Britain we get \$500,000, which on the main estimates was cut to \$250,000.

On the trans-Pacific we got last year \$749,000, which has been cut to \$600,000.

Mr. REID: That is \$600,000 for this year?

Mr. FLINTOFT: Yes.

The CHAIRMAN: Those are not up to date.

Mr. FLINTOFT: This is for the fiscal year ended March, 1936.

For the Vancouver-Alaska service we get \$12,000, and for the Vancouver-West Coast Vancouver Island we get \$10,000 and for the Minas Basin \$2,000.

In addition to the amounts covering the Alaska and West Coast services we received from the Post Office Department a small additional payment for the carriage of mails.

Mr. NEILL: Do you know what that amount is?

Mr. FLINTOFT: About \$10,000.

Mr. NEILL: And the West Coast?

Mr. FLINTOFT: That is for the two services.

Mr. NEILL: The Vancouver-Alaska and the Vancouver West Coast?

Mr. FLINTOFT: Yes.

Mr. NEILL: \$10,000 or \$12,000.

Mr. FLINTOFT: Possibly it is \$12,000.

The shipping industry practically the world over, has for some years been at low ebb. Lines operating on scheduled routes in many instances have not been able to meet out of pocket expenses, let alone depreciation charges and interest on the money invested in their fleets, and Governments have recognized the necessity of coming to their assistance in order to maintain essential trade routes.

[Mr. E. P. Flintoft.]