

Mr. KINLEY: What is the real reason for the disposal of these boats? Are they old and obsolete, and is it that you did not want to put capital money into new ships?

Hon. Mr. FULLERTON: I think that is the situation. They are old and slow, and the time is coming next year when they would have to have repairs, which repairs will have to be added to every year, and we are in competition with much faster boats, some probably twice as fast.

Mr. KINLEY: Is the service to be supplemented by an equal number of boats?

Hon. Mr. FULLERTON: The minister can answer that question.

Hon. Mr. HOWE: Not an equal number of boats, but certainly an equal number of sailings.

Mr. KINLEY: By better ships?

Hon. Mr. HOWE: Yes, faster ships.

Mr. KINLEY: Is the service to be direct, or is it to come through London or some other English port?

Hon. Mr. HOWE: A direct service, direct from Halifax to Australia and New Zealand.

Mr. KINLEY: I would like to say to the committee, as a Maritime member, that this matter interests us considerably. We feel it is all wrong, not so far as the present act is concerned, as that for years we struggled in this country to get control of our coastal service. Under the statute of Westminster we secured our emancipation. Mr. Brodeur, a former Minister of Marine, went over to England for years and tried to get control of our coastal service. By the Merchant Shipping Act of 1931 we made an agreement whereby we went into a pool with all the British Commonwealth, which meant, of course, that the mother country will in effect control the merchant service of the other dominions because of their situation and the fact that they are older at the business and have the financial background, and have the ships. That agreement ends on the 31st December this year. I feel it is a factor in the trade agreement with Great Britain, and, as any marine man knows, there is as much money usually in the carrying of the goods as in the selling of them. It looks to me as though the rights of those who work upon the sea and who are interested in the sea have been sacrificed in the interests of the manufacturers of this country. I strongly feel that so far as our coastal trade in this country is concerned we have no right to share it with anybody. So far as our inter-ocean trade is concerned, we have the right to an equitable arrangement whereby every Canadian who desires to go to sea can do so. Since the centralizing of the marine trade of the world that has been the feeling on our coast. There was a time when Nova Scotia had more ships per capita than any other country in the world, and they sailed to all the countries in the world. Since the centralizing of trade by big business and big financial concerns we have lost that trade. We had hoped that our government could not be influenced by shipping rings and that we might see our way out. With the going out of the business by the government of this country we feel that our situation in so far as becoming a factor in the transportation trade and building up the national marine of Canada are concerned we are doomed for years to come unless that agreement is cancelled, and I hope it will be cancelled this year.

Mr. HANSON: I would like to ask Mr. Fullerton to give us the figures for the British Columbia-Alaska coastal steamship service.

Hon. Mr. FULLERTON: We have here simply the Canadian government merchant marine and the West Indies.

Mr. HANSON: Can we get the information I am asking for?