

I cannot find in the other. You show the real position here. Take the first page here: you show your real position. If we had that in the Railway's, we would not have statements saying one thing and then another.

The WITNESS: So far as that is concerned, whatever may be said of this report, or the railway report, the effort will be made with this and the railway report to produce a report which will actually reflect the true conditions. That is what we tried to do with the railway report, although you may disagree with it.

*By Sir Henry Drayton:*

Q. Have you any page you can refer to which is the same as the first page of the Merchant Marine report?—A. The railway report was made in the same way as most railway reports—

Q. That hardly answers my question—A. I think we are rather getting off the subject.

The CHAIRMAN: Yes, I think so.

The WITNESS: What I wanted to explain to Mr. Harris is that we will produce and submit a report which will be much more complete than this report.

Mr. HARRIS: I think there ought to be a careful study of this particular point, and whatever does come down should, in ensuing years, come down in like manner in order that we can form some comparison. It is pretty difficult for one to arrive at any statement of policy on reading this.

The CHAIRMAN: Sir Henry has stated he intends having a much more complete report this year.

Mr. MACKINNON: I want to ask the Minister one question, and that is about the coal from Nova Scotia to Ontario. Sir Henry states that these steamers can not go up on account of the canals being too shallow. Can the Minister say if anything has been done towards deepening the canals to the Lakes?

HON. MR. GRAHAM: If the question of the deepening of the St. Lawrence Waterways should be solved, that will answer my friend's question. At the present time there is provision for a 14-foot draught. Our boats, if loaded with a full cargo, could not go through the canals going west; they are not built for that purpose. The only way to ship Nova Scotia coal is by water. At the present time the main difficulty which has arisen, so I am told, is in the transshipment at Montreal. I have wondered if that was really an impediment, but the Government is now studying the question of bringing coal from Nova Scotia to Montreal by boat, and then providing cheaper transportation in the distribution of that coal through Ontario. I do not know whether that question can be worked out or not.

Mr. HARRIS: Well, go ahead with the St. Lawrence proposition before you build any more boats for that service.

The CHAIRMAN: Any further questions on this? If not, we might go on with the estimates, which you will find in the printed estimates, on page 32. Probably the discussion we have had will cover pretty well what we have to say on this. However, we will take it up. This reads:

“Loan to the Canadian Government Merchant Marine Limited, repayable on demand with interest at a rate to be fixed by the Governor-in-Council, upon such terms and conditions as the Governor-in-Council may determine, and to be applied in the payment of deficits in operation of the company and the vessels under the company's control during the year ending March 31st, 1925—”

[Sir Henry Thornton.]