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- B-55 British Columbia Lumber Manufacturers Association; Consolidated Red Cedar Shingle Association; and The Plywood Manufacturers Association of B.C.; Vancouver, B.C.

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- B-63 Collingwood Shipyards Limited, Collingwood, Ont., and Town of Collingwood.
- B-64 Midland Shipyards Limited, Midland, Ont., and Town of Midland.
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 - 101 Alberta, Dept. of Agriculture - Edmonton, Alta. 1955.
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 - 102 National Association of Marine Engineers of Canada - Vancouver, B.C. 1955
 - 103 Newfoundland Transportation Co., Ltd. - St. John's, Nfld. (1955-1958)
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 - 117 Bowater's Newfoundland Pulp & Paper Mills Limited - Corner Brook, Nfld.
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 - 121 Saskatchewan, Dept. of Agriculture - Regina, Sask. 1955.
 - 122 Sun Steamships Limited - Toronto, Ont. 1955.
 - 123 Peacock Brothers Limited - Montreal, Que. 1955.
 - 124 Grand Manan Board of Trade - Grand Manan, N.B. (1954-1955).
 - 125 The Shipbuilding Conference - London, Eng. 1955.
 - 126 General Council of British Shipping - London, Eng. (1955-1956).
 - 127 Owen Sound Chamber of Commerce - Owen Sound, Ont. 1955.

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- 129 Dominion Marine Association - Toronto, Ont. (1955-1956)
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 137 Pulpwood Water Transportation Co. Ltd. - Quebec, Que. 1955.
 138 Vancouver, New Westminster and District Metal Trades Council and
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 140 Consolidated Paper Corporation Limited - Montreal, Que. 1955.

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- 150 Canada Steamship Lines Limited - Montreal, Que. (1955-1956)
 151 Federated Co-operatives Limited - Saskatoon, Sask. 1955.
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 154 Atlantic Gypsum Limited, Corner Brook, Nfld. 1955.
 155 Gypsum, Lime and Alabastine, Canada, Limited - Toronto, Ont. 1955.
 156 British Columbia Member Shipyards of the Canadian Shipbuilding
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- 157 Newfoundland Fluorspar Limited - St. Lawrence, Nfld. 1955.
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 159 Toronto, The Board of Trade of the City of - Toronto, Ont. 1955.
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 175 Constantine Lines Limited - Middlesbrough, Eng. (1955-1956)
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 176 Zwicker & Company, Limited - Lunenburg, N.S. 1955.
 177 Clarke Steamship Co. Ltd.; Terra Nova Steamship Co. Ltd.; (1955-1956)
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- 200 Union Steamships Limited - Vancouver, B.C. (1955-1956)

- Vol 20 201 Winnipeg Chamber of Commerce - Winnipeg, Man. (1955-1958)
- 202 Dundee, Perth and London Shipping Company, Limited - Dundee, Scotland. 1955.
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- 206 Canadian & Catholic Confederation of Labour and National Metal Trades Federation - Montreal, Que. 1955.
- 207 Ferguson Industries Limited - Pictou, N.S. 1955.
- 208 Fisheries Council of Canada and Fisheries Assoc. of B.C. - Ottawa, Ont. 1955.
- 209 Three Rivers Industrial Commission - Three Rivers, Que. 1955.
- X 210 Dept. of External Affairs - Ottawa, Ont. CONFIDENTIAL (1955-1956)

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- 213 National Council of Shipyard Unions - Halifax, N.S. 1955.
- 214 Iron Ore Company of Canada, - Montreal, Que. (1955-1956)
- 215 Iron Ore Transport Company, Limited - Montreal, Que. (1955-1956)
- R 216 Naval Shipbuilding Panel - Ottawa, Ont. SECRET (326-6) (1956-1958)
- 217 British Columbia, Province of - Victoria, B.C. 1955.
- 218 Interprovincial Farm Union Council - Saskatoon, Sask. 1955.
- 219 Dept. of National Defence - Ottawa, Ont. 1955.
- 220 Markland Shipping Company Limited - Liverpool, N.S. 1955.
- 221 Newfoundland Canada Steamships Limited - Halifax, N.S. 1955.
- 222 Labor-Progressive Party, B.C. Provincial Committee - Vancouver, B.C. 1955.
- 223 Alberta Federation of Agriculture - Edmonton, Alta. 1955.
- 224 Saskatchewan Farmers' Union - Regina, Sask. 1955.
- 225 Swainson, Neil A. - Victoria, B.C. 1955.
- 226 Straits Towing Limited - Vancouver, B.C. 1955.
- 227 Saskatchewan Wheat Pool - Regina, Sask. 1955.

- Vol. 22 228 Manitoba Federation of Agriculture - Winnipeg, Man. 1955.
- 229 Manson's Landing Community Activities Committee - Manson's Landing, B.C. 1955.
- 230 Alberta, Province of - Edmonton, Alta. 1955.
- 231 Canadian Federation of Agriculture - Ottawa, Ont. 1955.
- 232 Marine Industries Ltd. and Sorel Industries Ltd. - Sorel, Que. (1955-1956)
- 233 Toronto Harbour Commissioners - Toronto, Ont. (1955-1957)
- 234 Alport, Frederic - Orillia, Ont. 1955.
- 235 Kent Lines Ltd., Brunswick Motors and Irving Pulp & Paper Ltd. - Saint John, N.B. 1955.
- 236 United Steel Workers of America, Local 5055 - Port Arthur, Ont. 1955.

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APPENDIX III

List of Exhibits

Most of the exhibits numbering 1-257 were collected and bound in six separate volumes, entitled Appendix I, II, etc., and are referred to in this index as appearing in App. I, p. 10; App. V, p. 913, etc.

Certain exhibits were read into the transcript and were not included in the bound Appendix. Other exhibits such as publications and maps were not duplicated. In these cases references are given thus: T.4958, meaning page 4958 of the transcript of public hearings.

1. Queen's Commission and Terms of Reference—March 1, 1955, P.C. 1955-308, March 1, 1955—(setting up Royal Commission on Coasting Trade).

—App. I, p.1

2. Canadian Shipbuilding and Ship Repairing Association.

Report on "Revision of Federal Transportation Policy" prepared for President of U.S.A. by Presidential Advisory Committee on Transport Policy and Organization—April 1955. (Recommended greater reliance on competitive force in transportation, and maintenance of strong common carrier system for expanding economy and national security.)

—App. I, p.10

3. Canadian and Catholic Confederation of Labour, and National Metal Trades Federation. n. d.,

Letter from Hon. Ian A. MacKenzie, Minister of Veterans' Affairs to the "Shipyard Workers of Vancouver"—June 4, 1945—(with regard to postwar shipbuilding in Canada).

4. Canadian Shipbuilding and Ship Repairing Association.

List of orders for commercial vessels on hand in shipyards, May 1, 1955.

—App. I, p.51

5. Canadian Shipowners Association.

List of member companies. n. d.,

—App. I, p.53

6. Canadian Industrial Traffic League.

List of member companies. n. d.,

—App. I, p.55

7. Dominion Marine Association.

Supplementary brief submitted at first Ottawa Hearings outlines Association's aims, lists member and associate companies and their gross tonnage, describes navigation schools operated by Association, and includes statistical data showing:

(1) variability of ocean tramp freight rates over time, and between routes and cargoes. (Ex. 3 & 4)

(2) Lake freight rates on wheat, comparison of Lake rates and ocean rates. (Ex. 5 & 6)

(3) movement of grain from Lakehead and storage on Lake ships 1945-1954. (Ex. 7 & 8)

(4) movement of iron ore to and from Canadian Great Lakes ports in 1953. (Ex. 9)

—App. I, p.56

8. Dominion Marine Association.

Proposal for 'Great Lakes Treaty between U.S.A. and Canada for mutual defence (prepared by Lake Carriers' Association, Cleveland, Ohio). n. d.

—App. I, p.81

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Annual Report of the Lake Carriers' Association, 1954, Cleveland, Ohio. —T.366
10. Dominion Marine Association.
(a) Report of Conference on the Operation of Dominion Legislation and Merchant Shipping Legislation—London, 1929.
(b) Summary of Proceedings of Imperial Conference—London, 1930.
(c) Appendices to Summary of Proceedings of Imperial Conference—London, 1930. —App. I, p.123B
11. Dominion Marine Association.
Commonwealth of Australia Navigation Act, 1912-1953. —App. I, p.123C
12. Dominion Marine Association.
Agreed Statement of the Law. (Deals with British Commonwealth Merchant Shipping Agreement, December 10, 1931; international law; Boundary Waters Treaty, January 11, 1909; St. Lawrence Deep Waterway Treaty, July 18, 1932; Agreement Between Canada and the United States of America for the Promotion of Safety on the Great Lakes by means of Radio, February 21, 1952; control of grain-carrying ships; Commission's terms of reference; Australian regulation of coasting trade (letter from Malleson Stewart & Co., Melbourne, Australia, June 27, 1955); U.K. Navigation Acts 1651-1849; applicable law of the United States.)
Table comparing crew complement and basic wage rates for 10,000-ton bulk carrier, ocean-going, on United Kingdom and on Canadian registry.
Tabulation of statistical data on vessels of Canadian registry trading on the Great Lakes. n. d. —App. I, p.124
13. Dominion Marine Association.
Charts showing distance between points on Great Lakes; Lake Superior; Lake Michigan; Lake Huron and St. Mary's River; Lake Erie and St. Clair, Detroit and Niagara Rivers; Lake Ontario and St. Lawrence River. n. d. —App. I, p.145A
14. Dominion Marine Association.
Annual Report of Great Lakes Protective Association, 1954, Cleveland, Ohio. —T.462
15. Dominion Marine Association.
Two charts of statistical data on Canadian-registered vessels trading on Great Lakes, and carrying capacity of fleets of member companies—1945-1954. (Letter from Thorne, Mulholland, Howson & McPherson, Toronto.) —App. I, p.146
16. Government of the Province of Newfoundland.
Statements showing class rates from Halifax, N.S. and Saint John, N.B. to Corner Brook and to St. John's, Newfoundland, effective 1954 and 1955; class rates from illustrative Canadian origins to special Newfoundland destinations and percentage increases resulting from application of rate increases to a base year compared with present rate levels. —App. I, p.151
17. Government of the Province of Newfoundland.
Statement of all rail and rail/water class rates (March 1, 1951) compared with normal class rates from illustrative Canadian origins to specified Newfoundland destinations. —App. I, p.162
18. Government of the Province of Newfoundland.
Statements showing history of normal all rail, rail/water and all water class rates, also resulting summer rate differential from Montreal and from Toronto to St. John's, Newfoundland. n. d.

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- Statement showing commodities and freight rates from Montreal to St. John's, Newfoundland, during open navigation period. *N.A.* —App. I, p.165
19. Government of the Province of Newfoundland.
Agreement between Canadian National Railways and Furness, Withy & Company Limited. *N.A.* —App. I, p.178
20. Government of the Province of Newfoundland.
Statistical data on Corner Brook shipments of Bowater's Pulp and Paper Mills Limited including incoming and outgoing cargoes 1951-54, cost of marine transportation, total sales and freight rates in 1954, and types of ships used. —App. II, p.193
21. Government of the Province of Newfoundland.
List of main industries in Newfoundland.
List of current members of Newfoundland Branch of the Canadian Manufacturers Association.
Copy of Branch's Annual Report—1955 (gives background of Confederation and its effect on industry and transportation). —App. II, p.196
22. Government of the Province of Newfoundland.
Table showing means of transport used by 8 manufacturing industries for importing raw materials. *N.A.* —App. II, p.213
23. Government of the Province of Newfoundland.
Number of cod fishermen operating in 1953. (Letter from Department of Fisheries, St. John's, Newfoundland to Newfoundland Associated Fish Exporters Ltd.) —App. II, p.214
24. Government of the Province of Newfoundland.
Statement of shipments of 1953 production salt codfish to and through Canadian ports and New York by Newfoundland Associated Fish Exporters Ltd. —App. II, p.216
25. Government of the Province of Newfoundland.
Montreal Shipping Company Limited Charter Party. *N.A.* —App. II, p.217
26. Government of the Province of Newfoundland.
Canadian National Railways Charter Party. *N.A.* —App. II, p.224
27. Government of the Province of Newfoundland.
A. Willard Ivers Inc., Charter Party. *N.A.* —App. II, p.228
28. Government of the Province of Newfoundland.
Americanized Welsh Coal Charter Party. *N.A.* —App. II, p.236
29. Newfoundland-Great Lakes Steamships Co.
British Commonwealth Merchant Shipping Agreement (1931) —App. II, p.248
30. Committee on Newfoundland Coastal Shipping.
Supplementary brief,
(1) Opposes extension of Transport Act to coastal trade of Newfoundland.
(2) Stresses Newfoundland's urgent need for a buoy boat.
(3) Claims differences in wages paid by C.N.R. and other Newfoundland vessels not unreasonable considering types of service provided.
(4) Includes schedule comparing wages of crews on C.N.R. operated ships in various tonnage groups with wages of unorganized crews and typical Newfoundland coasting vessels. *N.A.* —App. II, p.263
- (Ex 31-35) 84-12 31. Maritime Marine Workers' Federation (C.C.L.)
Summary of assistance provided for shipbuilding and shipping industries in other maritime nations, (Argentina, Australia, Belgium, Brazil, Chile, Denmark, France, Germany, Greece, India, Italy, Japan, Netherlands, Norway, Panama, Spain, Sweden, U.K., U.S.A.) *N.A.* —App. II, p.281

32. Maritime Marine Workers' Federation (C.C.L.)

- (a) Letter from Rt. Hon. C. D. Howe (possibility that U.S.S.R. might place orders with Canadian shipyards for vessels, other than strategic, if price competitive). 1955
- (b) Letter from J. C. MacKinnon to East West Export Import Co. Ltd., Vancouver. (Application for export permit of one general cargo motor ship to U.S.S.R. refused.) 1955 —App. II, p.321

33. Newfoundland Canada Steamships Limited.

Submission entered at Halifax Hearings. 1955 —App. II, p.324

34. Lunenburg Foundry & Engineering Ltd.

Brief submitted at Halifax Hearings. 1955 —App. II, p.329

35. Markland Shipping Company Limited.

Submission filed at Halifax Hearings—(recommends no change in coastal trading regulations that might increase costs, strict enforcement of Section 54 of the Customs Act, and suggests that freight earned on Canadian cargoes by foreign vessels be taxable). 1955 —App. II, p.337

36. Government of the Province of Prince Edward Island.

Maxwell Harris Company Inc., Charter Party. 1955 —App. II, p.343

37. Government of the Province of Prince Edward Island.

Telegram addressed to Rand H. Matheson from Maxwell Harris Company Inc. (quotes rate for potatoes shipped from Maine to Florida). n.d. —App. II, p.346

38. Government of the Province of Prince Edward Island.

Schedule of rail rates on potatoes from points in P.E.I. and N.B. to points in Quebec and Ontario indicating freight rate increases from April 7, 1948, to July 18, 1955. —App. II, p.347

39. Government of the Province of Prince Edward Island.

Canadian Freight Association contract on agreed charges (potatoes) effective March 1, 1954, between Algoma Central and Hudson Bay Railway Company, C.N.R., C.P.R., Essex Terminal Railway Co., Wabash Railroad Co., and the P.E.I. Potato Marketing Board. —App. II, p.349

40. Government of the Province of Prince Edward Island.

Schedule of total exports and imports shipped by rail in Prince Edward Island—1953 and 1954. —App. II, p.359

41. City of Port Arthur.

Report of Transportation Committee on deep water situation as at Nov. 20, 1954, concerning the Canadian Lakehead (minimum depths on traffic by water as at present time, and as under "St. Lawrence Deep Waterway Plan" and "All Canadian Plan", from Montreal, and eastbound from and westbound to Lakehead; notes with reference to foreign vessels, imports, volume of cargoes and rates). —App. II, p.362A

42. City of Port Arthur.

Transportation Report on Duluth Trip. (Report of Mr. E. G. Charnock, Chairman of Transportation Committee, member of the Canadian Lakehead delegation, on his visit to the Duluth Chamber of Commerce, April 1955.) —App. II, p.362B

43. Government of the Province of Manitoba.

Material concerning operational costs of a Canadian laker and U.K. ocean ship between Lakehead and Montreal to be supplied by Dr. E. Solomon. n.d. —See Ex. 187

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44. J. L. McDougall, Queen's University, Kingston, Ont.
Transcript corrections of the testimony given to the Commission on July 14th, 1955, in Ottawa. —App. II, p.362C
45. Topographic Map of British Columbia, 1955, Victoria, B.C.
(Places, airports, airstrips, railroads, roads, pipe lines.) —T.1960
46. General Map of the Pacific Ocean (Southeastern Asia and Australia).
(Shipyards and ship repair facilities as listed by Lloyds Register of Shipping.) *N. d.*
—T.1962
47. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B.C. 1955
Ocean-going Merchant Ships under Construction as at June 30, 1955, by Countries. —App. II, p.363
48. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B.C.
Ships in service in Coasting Trade of B.C. since 1900 by Three Major Coastwise Steamship Lines (C.P.R., C.N. Steamships, Union Steamships, Limited.)
—App. II, p.365
49. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B.C.
Table of Wage Rates in the Canadian Shipyards, 1955. —App. II, p.371
50. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B.C. 1955
Wage Rates in Construction and Basic Industries of B.C. *N. d.* —App. II, p.373
51. Nicholson, George, Victoria, B.C.
Photographs of SS. "Princess Maquinna", "Princess Norah" and "Princess of Alberni". *Missing* —App. II, p.374A
52. Nicholson, George, Victoria, B.C.
Five letters (a,b,c,d,e) supporting the submission made by Mr. G. Nicholson. (Letters are from Ucluelet and Port Albion Chamber of Commerce, Tofino Chamber of Commerce, Zeballos Board of Trade, Mr. Ivan H. Clarke, Hot Springs Cove, B.C. and from Mr. W. C. Youell.) 1955 —App. II, p.375
53. Swainson, Neil A., Victoria, B.C. 1955
Brief submitted at Victoria Hearings. *N. d.* —App. II, p.386
54. MacMillan & Bloedel Limited, Vancouver, B.C.
Annual Report for Year Ended Sept. 30, 1954. —App. II, p.393A
55. B.C. Lumber Manufacturers Association, Vancouver, B.C.
Annual Report, 1954. —App. II, p.393B
56. Manson's Landing Community Activities Committee, Vancouver, B.C.
Extracts from "The Campbell River Courier". August 3, 1955. —App. II, p.393C
57. Union Steamships Limited, Vancouver, B.C.
Supplementary Brief submitted at Vancouver Hearings. (Corrections to statements in other briefs, comments on other brief, request to amend the Trade Union Act in connection with the strike, excerpts from the B.C. Labour Relations Act.) 1955
—App. II, p.394
58. National Association of Marine Engineers of Canada, Vancouver, B.C.
Extract from "The Log". June, 1955. —App. II, p.408A
59. B.C. Towboat Owners' Association, Vancouver, B.C.
List of Members of the Association. 1955 —App. II, p.409
60. B.C. Towboat Owners' Association, Vancouver, B.C.
Schedule of Rates, Jan. 1946. *Missing* —App. II, p.411A
61. B.C. Towboat Owners' Association, Vancouver, B.C.
Schedule of Rates, 1951. *Missing* —App. II, p.411B
62. Straits Towing Limited, Vancouver, B.C.
Brief submitted at Vancouver Hearings. 1955 —App. II, p.412
63. Labour-Progressive Party, B.C. Provincial Committee, Vancouver, B.C.
Brief submitted at Vancouver Hearings. 1955 —App. II, p.418
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64. Alberta Federation of Agriculture, Edmonton, Alta.
Brief submitted at Regina Hearings. 1955 —App. II, p.426
65. Government of the Province of Saskatchewan.
Submission of the Province of Saskatchewan to the Royal Commission on Transportation, Sept. 10, 1949. —T.2509
66. Saskatchewan Farmers Union, Regina.
Brief submitted at Regina Hearings. 1955 —App. II, p.438
67. Saskatchewan Wheat Pool, Regina.
Brief submitted at Regina Hearings. 1955 —App. II, p.451
68. Winnipeg Chamber of Commerce, Winnipeg.
Brief submitted at Winnipeg Hearings. *Missing* —App. II, p.461
69. Hudson Bay Route Association, Winnipeg.
Letter addressed to the Royal Commission. *Missing* —App. II, p.479
70. Manitoba Federation of Agriculture and Co-operation, Winnipeg.
Brief submitted at Winnipeg Hearings. *Missing* —App. II, p.482
71. Chamber of Commerce of the City of Quebec.
Supplementary brief submitted at Hearings in Quebec City. (Description of shipbuilding and shipping situation at Port of Quebec including: tariff structure, labour, high top wharfage charges, port rights, recommend institution in special zone in Quebec Port of lower rates similar to Lachine Canal rates for ships 600 tons and under, port facilities, shipyards, navigation season.) —App. II, p.488A *N. d.*
72. Geo. T. Davie & Sons Ltd.
List of men employed in shipyard at Lauzon, Quebec—March 31, 1955, (broken down by trades). —App. III, p.489
73. Davie Shipbuilding Ltd.
Letter from American Bureau of Shipping—August 18, 1955. (Indicates possibility that giant upper lakers could be built in Europe and brought to Canada.) —App. III, p.491
74. Davie Shipbuilding Ltd.
Letter from Lloyd's Register of Shipping—September 6, 1955. (Indicates possibility that giant upper lakers could be built in Britain and brought to Canada.) —App. III, p.495
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75. Corporation of the City of Three Rivers.
Statistics on Port of Three Rivers.
Table I —Fixed assets, revenues, expenditures, interest on loans, deficit and surplus accumulated 1936-1953.
Table II —Amounts invested yearly in Port of Three Rivers and four other Canadian ports 1936-1953.
Table III —Number of incoming and outgoing ocean and coastal ships and cargo tonnages 1936-1953.
Table IV—Comparative statement of fixed assets, surplus and reserves 1925-1954. —App. III, p.497
- 84-20
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76. City of Cap de la Madeleine.
Memorandum presented to National Harbours Board—May 30, 1955 (outlining inadequacy of port and dock facilities and land approaches). —App. III, p.503
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77. City of Cap de la Madeleine. *missing*
Nine photographs showing various aspects of wharf area. —App. III, p.509A
78. Canadian Industrial Preparedness Association.
List of member companies and personal members as of October 4, 1955.
—App. III, p.510
79. Canadian Industrial Preparedness Association.
List of officers and directors (including aims and objects of Association). *n.d.*
—App. III, p.518
80. Clarke Steamship Company Limited.
Statement showing rate changes from 1949 to 1955 using Lake Freight Association rates from Windsor and Toronto to St. John's; Clarke Steamship rates from Montreal to St. John's; rail and water rates from Windsor, London, Toronto to St. John's.
—App. III, p.527
81. Clarke Steamship Company Limited.
Graph indicating fluctuations in freight rates 1949-54. (prepared from Exhibit 80).
—App. III, p.529
82. Clarke Steamship Company Limited. *A*
Graph indicating fluctuations in ocean charter rates 1949-54. —App. III, p.530
83. Clarke Steamship Company Limited.
Statement showing retail prices in St. John's, Newfoundland, on September 20, 1955, in relation to freight rates—Montreal to St. John's. —App. III, p.531
84. Clarke Steamship Company Limited.
Statement of cargo carried by Clarke Steamship Company Limited and associated companies during 1954 in net weight tons, (including breakdown by destination of cargo to Newfoundland). —App. III, p.534
85. Clarke Steamship Company Limited.
Statement comparing breakdown of application of freight dollar on Montreal to St. John's, Newfoundland, service during 1954, for
(1) Canadian ship "SS. Novaport" and similar U.K. ship "SS. Sheldrake",
(2) for new U.K. built diesel-type vessels with 45% larger cubic capacity.
—App. III, p.535
86. Clarke Steamship Company Limited. *1955*
Statement of breakdown of application of freight dollar on Montreal to St. John's, Newfoundland, service for U.K. ship at distressed rates. —App. III, p.537
87. Canadian Pulp and Paper Association. *missing*
(1) "Reference Tables"—March 1955, containing detailed statistical material on Canadian pulp and paper industry;
(2) "Quick Facts"—basic statistics on pulp and paper industry.
—App. III, p.537A&B
88. Canadian Pulp and Paper Association. *missing*
(1) "The Pulpwood Harvest"—describes woods operation of pulp and paper industry;
(2) "From Watershed to Watermark"—describes mill operation of pulp and paper industry.
—App. III, p.537C&D
89. Dominion Marine Association.
Letter from Messrs. Malleson Stewart & Co., Melbourne, Australia, to attention Mr. F. O. Gerity, September 27, 1955, (concerning Australian legislation governing coastal trade—see Exhibit 12). —App. III, p.538
90. Dominion Marine Association.
Copy of Dominion Coal Board Act—1947. —App. III, p.541A

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91. Dominion Marine Association.
Copy of Canada Gazette—April 13, 1955, containing P.C. 1955-367—March 18, 1955, (under which coal subventions are paid to Dominion Coal and Steel Company on movement of coal mined in Nova Scotia). —App. III, p.541B
92. Dominion Marine Association.
Copy of Canada Gazette—May 26, 1954, containing P.C. 1954-685—May 6, 1954, (under which coal subventions are paid to Dominion Coal and Steel Company on movement of coal mined in Nova Scotia). —App. III, p.541C
93. Dominion Marine Association.
Schedule of daily operating costs, based on figures for 1951 to 1954 seasons provided by Association members, for 2 different type vessels. —App. III, p.542
94. Shipping Federation of Canada, Inc.
List of members as at December 31, 1954. —App. III, p.545
95. Canada Steamship Lines, Limited.
Supplementary submission presented by Mr. T. R. McLagan, at Montreal Hearings—October 12, 1955—and mostly read into transcript (see T.3790-3835). (Schedule comparing operating costs of Canadian ship of Hochelaga-Thunder Bay class and possible U.K. ship of comparable size.—pp. 2-4.) —App. III, p.548A
96. Canada Steamship Lines, Limited.
Financial Post statement, complete story on Company's various interests and subsidiary companies to September 14, 1955. (*Missing*) —App. III, p.548B
97. Canada Steamship Lines, Limited.
Statement "Nature of the Relationship Between Canada's Purchases From the United Kingdom and Canada's Sales to the United Kingdom" from International Monetary Fund Yearbook—May 1955. —App. III, p.549
98. Canada Steamship Lines, Limited.
Statement "Trading and Financial Relationship of the United Kingdom with Canada—1950-1954" from D.B.S. Canadian Balance of International Payments, 1954. —App. III, p.559
99. Canada Steamship Lines, Limited. *1955*
"Montreal Harbour and the St. Lawrence Seaway"—report made to Manager of Port of Montreal and endorsed by seven inland shipping companies and Shipping Federation of Canada. (Explains that to achieve proposed 4½ to 5 cent reduction in cost of transporting grain from Lakehead to Montreal, on completion of seaway, will mean:
(a) only large Upper Lakers can be used
(b) present transshipment points will be by-passed
(c) tolls must not nullify such reduction
(d) storage and handling facilities at St. Lawrence Ports (Montreal) must be increased to prevent costly delays for lake boats.) —App. III, p.561
(Statement showing incoming and outgoing shipments of grain by rail or water through Vancouver, Churchill, and Montreal or St. Lawrence Ports, by crop year from 1949-53.) —App. III, p.561
100. Canada Steamship Lines, Limited. *Missing*
Map of Great Lakes System showing "Transfer Points". —T.3807
101. Canada Steamship Lines, Limited.
Statement of grain shipments received by rail and water at Montreal and other St. Lawrence elevators by crop year from 1949-53. —App. III, p.582
102. Canada Steamship Lines, Limited.
A. Map of Welland Canal (first section). } *Missing*
B. Map of Welland Canal (second section). } —T.3814

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103. Canada Steamship Lines, Limited.
Statement showing time lost by company vessels waiting to enter Welland Canal during 1955 season—April to August 31, 1955. —App. III, p.584
104. Canada Steamship Lines, Limited.
Statement showing average time taken to complete passage (upbound and downbound) by lakers and by canallers over period 1935 to 1953. —App. III, p.585
105. Canada Steamship Lines, Limited.
Graph showing average time taken to complete passage of Welland Canal by lakers, downbound. *ca 1940-50* —App. III, p.588A
106. Canada Steamship Lines, Limited.
Graph showing average time taken to complete passage of Welland Canal by lakers, upbound. *ca 1940-50* —App. III, p.588B
107. Canada Steamship Lines, Limited.
Graph showing average time taken to complete passage of Welland Canal by canallers, downbound. *ca 1940-50* —App. III, p.588C
108. Canada Steamship Lines, Limited.
Graph showing average time taken to complete passage of Welland Canal by canallers, upbound. *ca 1940-50* —App. III, p.588D
109. Canada Steamship Lines, Limited.
Statement showing annual movement of traffic through Welland Canal (total passages and cargo for each year during period 1932-1954). —App. III, p.589
110. Canada Steamship Lines, Limited.
Copy of Aeronautics Act—Air Regulations—November 23, 1954.—App. III, p.590
111. Canada Steamship Lines, Limited. *M, 501 n2*
Technical paper "Modern Ore Carriers" presented by Mr. J. J. Henry to Society of Naval Architects and Marine Engineers in New York, 1955.—App. III, p.593A
112. Canada Steamship Lines, Limited.
Sketch of typical midship section of Great Lakes ore carrier. *n. d.* —App. III, p.594
113. Canada Steamship Lines, Limited.
Sketch of typical midship section, of Great Lakes ore/grain carrier. *n. d.* —App. III, p.595
114. Canada Steamship Lines, Limited.
Sketch of typical midship section of ocean-going Great Lakes ore/oil carrier. *n. d.* —App. III, p.596
115. Canada Steamship Lines, Limited.
Graph indicating on a base of "year of build" the deadweight carrying capacity and age of existing Great Lakes fleet. *1890-1955* —App. III, p.597
116. General Council of British Shipping.
Communication August 22, 1955, containing replies to questions submitted by Royal Commission on Coasting Trade.
Number, tonnage, routes and cargo of U.K. ships engaged in Canadian coasting trade.
U.K. shipping for Canadian account contributes \$40 million per year towards U.K. balance of payments.
U.K. shipping spent \$28 million in Canada for fuel, repairs, provisions, etc. in 1952.
Completion of Seaway will not mean increased operations of U.K. ocean-going tramps in coastal trade because of limited draught in Seaway.
Fact that U.K. ships (liners and tramps) operating regularly in Canadian coastal trade until end of navigation season are profitably employed elsewhere (Mediterranean) in winter enable them to provide competitive rates during open season.

- Appendix I—table showing wage rates on U.K. vessels engaged in Canadian trade (including bonus).
- Appendix II—table showing number and tonnage of U.K. and foreign vessels trading U.K. coast in 1954.
- Appendix III—resolution against "Flag Discrimination" adopted by International Chamber of Commerce, Tokyo—May, 1955.
Specialized ships (Great Lakers) could be built economically in U.K. with temporary structural modifications and moved across Atlantic.
- NATO would allocate tonnage to meet Canada's national needs in time of emergency if foreign shipping withdrawn. —App. III, p.598
117. Canadian Pacific Railway.
Map of Western Canada showing breaking point for grain rates between Fort William and Vancouver. *M.S. 1119* —App. III, p.629A
118. Canadian Pacific Railway.
Statement showing rates on grain from representative points in Western Canada to Fort William and to Vancouver for export. *1955.* —App. III, p.630
119. Canadian Pacific Railway.
Statement of import, export and domestic traffic likely to be exposed to increased water competition resulting from building of Seaway and based on traffic handled between April to November 1953. —App. III, p.631
120. Canadian National Railways.
List of ships in Newfoundland and Pacific Coast service, including routes, dimensions, capacity and type of service. *1955* —App. III, p.635
121. Canadian National Railways.
Timetable No. 85 for coastal services in Atlantic waters, particularly Newfoundland (Page 90—Summer Season Services). *M.S. 1119* —App. III, p.642A
122. Canadian National Railways.
Timetable No. 86 for coastal services to and around Newfoundland (Page 90—Winter Season Services). *M.S. 1119* —App. III, p.642B
123. Canadian National Railways.
Timetable for services in Pacific coastal waters (Page 69—Winter Season Services, September 25, 1955, to April 28, 1956.) *M.S. 1119* —App. III, p.642C
124. Canadian National Railways.
Timetable for services in Pacific coastal waters (Page 69—Summer Season Services, April 24 to September 24, 1955.) *M.S. 1119* —App. III, p.642D
125. Canadian National Railways.
Statement showing tonnage and revenue on traffic that will be exposed to increased water competition on completion of Seaway and based on traffic handled during 1953. —App. III, p.643
126. Canadian National Railways.
Statement showing total bushels of bulk grain shipped by C.N.R. per month to export elevators at British Columbia ports, and Port Churchill, Manitoba, during 1953, 1954, and first 8 months 1955. —App. III, p.646
127. Canadian National Railways.
Statement showing total bushels bulk grain handled by C.N.R. per month from Canadian Lake, Bay and River ports to Eastern ports for export during 1953, 1954, and first 8 months 1955. (Breakdown showing type and quantity of grain exported through Eastern ports in 1953.) —App. III, p.648
128. Canadian National Railways.
Statement showing total bushels bulk grain shipped all-rail C.N.R. per month

- from Lakehead to Eastern ports for export during 1953, 1954, and first 8 months 1955. (Breakdown showing type of grain and quantity exported through Eastern ports in 1953,) —App. III, p.651
129. Canadian National Railways.
Statement showing carload rail rates on bulk grain, soya beans and flaxseed shipped from Lakehead, Bay, Lake and River ports and Buffalo, N.Y., to Eastern Canadian and U.S. ports for export. 1955 —App. III, p.654
130. Canadian National Railways.
Statement showing comparison of First, Fifth and Tenth Class Rates from illustrative origins in Ontario and Quebec to specified destinations in Newfoundland and in effect prior to Confederation on March 31, 1949, with rates effective April 1, 1949, and October 1, 1955. —App. III, p.657
131. Canadian National Railways.
C.N.R. Tariff No. CM. 195, C.T.C. No. E. 2115. —App. IV, p.663A
132. Canadian National Railways.
C.N.R. Tariff No. CM. 300-15, C.T.C. No. E.4014. —App. IV, p.663B
133. Canadian National Railways.
C.N.R. Tariff No. CM. 267-18. —App. IV, p.663C
134. Canadian National Railways.
C.N.R. Tariff No. C.89—(Supplement 79—page 29), C.T.C. No. E.3967. n.d. —App. IV, p.663D
135. Canadian National Railways.
Statement showing comparison of freight rates on representative commodities actually transported from various points in Canada to Newfoundland prior to March 31, 1949, and freight rates in effect on March 31, 1949, April 1, 1949 and October 1, 1955. —App. IV, p.664
136. Canadian National Railways.
Additional statement omitted from Exhibit No. 135 showing comparison of freight rates on flour from Port Arthur and Port Colborne to Newfoundland in effect March 31, 1949, April 1, 1949, and October 1, 1955. —App. IV, p.672
137. Canadian Pacific Railway.
Statement showing movement of bulk grain from Fort William, Bay ports, and local Ontario points to St. Lawrence River ports, Canadian Atlantic ports and Northern U.S. Atlantic ports. 1955 —App. IV, p.674
138. Canadian Vickers Limited. Missing
Financial Post statement giving complete story on activities and statistics of company, (additional statement giving particulars of Vickers' engineering services). n.d. —App. IV, p.674A
139. Canadian Vickers Limited.
Shares held by Canadian residents and others as of June 30, 1955. Missing —App. IV, p.675
140. Canadian Vickers Limited.
Statement showing number and tonnage of naval and commercial ships built per year between 1911 and 1954, and number under construction as of October 12, 1955. 84-22
Summary of naval vessels built since 1911 for Canadian, British, Italian and U.S. Navy. 153 —App. IV, p.676
141. Canadian Vickers Limited.
Statement of October 12, 1955, showing turnover in technical staff during previous six months and previous six weeks indicating tapering off of naval programme. —App. IV, p.679
142. Canadian Vickers Limited.
Statement showing average employment over past 10 years for hourly rated productive employees up to September 22, 1955. —App. IV, p.680
143. Canadian Vickers Limited.
Statement showing number of employees working and weekly payroll on week ending September 22, 1955. —App. IV, p.681
144. Canadian Vickers Limited.
Statement showing peak employment for productive employees during past 15 years for year ended February 28, 1945. (1945) —App. IV, p.682
145. Canadian Vickers Limited.
Extract from Minutes of House of Commons Standing Committee on Railways, Canals and Telegraph Lines—June 20, 1950—covering discussion on reasons for including Section 21 (a) in the Canada Shipping Act (now Section 22). (Conferring discretionary powers on Minister of Transport to prevent importation of ships which are not built in Canada.) —App. IV, p.683
146. Branch Lines Limited. 1955
Branch Lines Limited Tanker Time Charter Party. n.d. —App. IV, p.690
147. Branch Lines Limited.
Map of Newfoundland showing harbours from which company transports pulpwood to Corner Brook. n.d. —T.4285
148. Branch Lines Limited.
Statement listing Newfoundland and Nova Scotian harbours, their respective distances from Corner Brook, and amount of pulpwood moved from each harbour to Bowater's Pulp and Paper Mills at Corner Brook during period 1949 to 1954 and rate per cord. —App. IV, p.713
149. Branch Lines Limited.
Photograph of large pulpwood barge pulled by tug at Lomond, Newfoundland. n.d. Missing —App. IV, p.715
150. Marine Industries Limited.
A. Graph showing employment during period 1937 to 1955.
B. Graphs showing distribution of workers by occupation during building period of one vessel. Graphs
C. Graph showing savings available to Canadian shipowners (based on construction of 15 trawlers for France). 1151
D. Graph showing savings available to Canadian shipowners (based on construction of 6—2600 ton vessels for France).
E. Graph showing savings available to Canadian shipowners (based on construction of 10—10,000 ton cargo vessels for Canadian Government.)
List of ships showing type, name, gross tonnage, and date built during period 1926 to 1955. —App. IV, p.736
151. Midland Shipyards Limited and Town of Midland, Ontario.
Statement showing distribution of salaries and wages paid for ship construction, ship repairs and miscellaneous during period 1951-1954. —App. IV, p.755
152. Collingwood Shipyards Limited and Town of Collingwood, Ontario.
Statement showing distribution of salaries and wages paid for ship construction, ship repairs, and miscellaneous during period 1950-1954. —App. IV, p.756
153. Port Weller Dry Docks Limited.
History of Muir Bros. Dry Dock at Port Dalhousie from 1849 to 1954 when it was taken over by Port Weller Dry Docks Limited.
History and description of Welland Canal from 1824 to present day. 18

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- Description of operations of Port Weller Dry Docks Limited and list of large lakers built during last four years. —App. IV, p.757
154. Hamilton Chamber of Commerce.
Brochure on Port of Hamilton (copy of brief, description of port facilities and list of shipping lines using Port of Hamilton, copy of Hamilton District Industrial Index, comparative statement of commodity tonnages incoming and outgoing during 1953-1954, Hamilton Harbour Commission booklet—1951—covering history of port). —App. IV, p.766
155. Toronto Harbour Commissioners.
Brief submitted at Toronto Hearings. Outlines pertinent facts concerning harbour and area served by Port of Toronto. *n.d.*
44% of total Canadian purchasing power concentrated in Ontario and 33 1/3% within 100 mile radius of Toronto.
Incoming shipments totalled 3,613,889 tons and outgoing 1,171,048 tons in 1954.
Recent harbour improvements to accommodate present package freight business and increased cargo expected on completion of Seaway.
Seaway will increase waterborne trade from (1) direct overseas shipments (2) transshipment to Great Lakes ports (3) coasting trade with four Atlantic Provinces. *n.d.* —App. V, p.775
156. Toronto Harbour Commissioners. *Missing*
Annual Report of the Commissioner of Finance (1954) for Municipality of Metropolitan Toronto. —App. V, p.785A
157. Toronto Harbour Commissioners. *Missing*
Canadian Statistical Review—August 1955 (Table 38—“Value of Building Permits” on Page 44). —App. V, p.785B
158. Toronto Harbour Commissioners.
Letter from Editor, Maclean’s Building Guide—October 18, 1955 (including schedule of cumulative construction contract award totals for Metropolitan Toronto, Ontario and Canada covering period from July 1954 to June 1955).—App. V, p.786
159. Toronto Harbour Commissioners. *Missing*
Annual Report of Toronto Industrial Commission—1954. —App. V, p.787A
160. Toronto Harbour Commissioners. *Missing*
Business Year Book—1955 published by the Financial Post. —App. V, p.787B
161. Canadian Federation of Agriculture. *1955*
Brief submitted at Toronto Hearings. —App. V, p.788
162. Government of the Province of Alberta. *1955*
Brief submitted at Toronto Hearings. —App. V, p.837
163. Ontario Shipping Intelligence Publishing Company. *CA 1955*
Collection of clippings, maps and photographs. —T.4828
164. Kent Lines Limited, Brunswick Motors Limited and Irving Pulp and Paper Ltd.
Brief submitted at Toronto Hearings. *n.d.* —App. V, p.853
165. Dominion Marine Association.
Answers to questions asked.
I. (1) Notes on the reality of competition faced by Great Lakes vessels upon completion of the Seaway.
(a) Graph 165.1—Freight Charges on Wheat per Ton-Mile, St. Lawrence Ports to the United Kingdom, and Across the Great Lakes, 1950-1955.
(b) A note or explanation of Graph 165.1
(c) A further explanation of daily operating costs arising out of Exhibit 93.

(d) Answer to remark of the Chairman, Vol. 11, p.3719, lines 8-19.

(2) A note on naval architecture as to the type of vessel from which competition is to be expected.

(a) Drawing 165.6, outline arrangement of a combined oil or ore carrier suitable for ocean and/or lake and St. Lawrence waterways trade.

(b) Drawing 165.7, outline arrangement of a combined ore or grain carrier suitable for ocean and/or lake and St. Lawrence waterways trade.

II. The balance of merchandise trade between Canada and the United Kingdom.

Appendix I—Answers to questions arising out of the transcript.

Appendix II—Tables of general steaming times, load, unload and lay times, large and medium vessels. —App. V, p.874

166. Canadian Shipbuilding and Ship Repairing Association.

Statement showing progress of Newfoundland compared with progress achieved elsewhere in Canada during period 1949-1954. —App. V, p.872

167. Canadian Fairbanks-Morse Company Limited.

Letter from Mr. G. R. Wyer, Executive Vice-President, to Royal Commission on Coasting Trade—November 9, 1955—(indicating value of marine engines as percentage of total value of shipments from Canadian Locomotive Company, Kingston, Ontario). —App. V, p.874

168. Canadian Maritime Commission.

Statement showing number of ships and total tonnage in Canadian Merchant Fleet as of September 1, 1955, (including breakdown of Canadian vessels in Ocean-Going Fleet, Coastwise Trading Fleet, Great Lakes Fleet and Canadian vessels on U.K. register under transfer plan). —App. V, p.875A

169. Algoma Steel Corporation Limited.

Letter and photographs from Mr. D. S. Holbrook, Executive Vice-President, to Royal Commission on Coasting Trade—November 4, 1955. (Letter indicates value of direct iron and steel sales to shipbuilding industry and photographs show:

A. Three ships in berth at dock, with coal and ore unloading bridges in background.

B. Actual coal unloading operations.

C. General view of Algoma Works at Sault Ste. Marie and storage piles containing twelve different raw materials from nine different Lake ports.)

—App. V, p.876

170. Union Steamships Limited.

Letter from Mr. J. F. Ellis, General Manager, to Royal Commission on Coasting Trade—November 3, 1955, (including four schedules:

A. List of ships owned by Union Steamships Limited showing tonnage, date and place of construction.

B. Copy of Articles of Agreement with Canadian Maritime Commission.

C. Statement showing daily operating costs of Union Steamships Limited vessels in 1954.

D. Statement of cargo tonnage and number of passengers transported between various areas during 1954.

Comments relative to Brief submitted at Vancouver hearings concerning subsidies, free ports in southeastern Alaska, regulation of freight rates, restriction of coastal trade to vessels owned by Canadian citizens).

—App. V, p.879

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171. Saguenay Terminals Limited.
Letter from Mr. W. Baatz, Treasurer, to Royal Commission on Coasting Trade—October 31, 1955 (explains that Exhibit No. 172 shows difference of \$94,000 a year between operation of Canadian vessel (10,000 tons) and a similar U.K. flag vessel, but actual difference between two such ships operated by Saguenay Terminals Limited would be \$58,000.
Oppose anomaly under Transport Act whereby eligible ship can move cargo from one point to another on either coast without licence, unless engaged on intercoastal voyage.
On completion of Seaway owners of Great Lakes vessels may operate in world trade during winter season). —App. V, p.913
172. Saguenay Terminals Limited. *missing*
Statement showing cost experience in operating 10,000-ton vessels during 12 months prior to and 12 months following transfer from Canadian to U.K. registry. *n.d.* —App. V, p.920
173. Shipping Federation of Canada.
Letter from Mr. C. T. Mearns, Secretary, to Royal Commission on Coasting Trade—November 7, 1955.
Statement showing names, gross tonnage, port of registry, place of construction for vessels entered in Shipping Federation of Canada and engaged in coasting trade—1955.
Statement showing liner grain freight rates from Eastern Canada to United Kingdom—May 1950 to January 1956.
Statement showing tramp grain freight rates from Eastern Canada to United Kingdom—January to October 1955.
Statement showing cost per ton mile of tramp vessel carrying grain from Montreal to United Kingdom.
Letter from Maritimes Research Inc., New York, to Shipping Federation of Canada—October 14, 1955—indicating difficulty involved in securing reliable figures for grain rates from 1951 to June 1953.
Names and particulars of vessels delayed in 1954 in Montreal Harbour and Sydney, N.S. due to strikes by crew members. —App. V, p.921
174. Branch Lines Limited.
Letter from Managing Director to Royal Commission on Coasting Trade—October 31, 1955 (describing movement of pulpwood to Cornerbrook, Newfoundland prior to 1949). —App. V, p.928
175. Owen Sound Chamber of Commerce.
Letter from President to Royal Commission on Coasting Trade, October 26, 1955. (Corrects statement made at Midland Hearings on capacity of grain elevator at Owen Sound. Elevator handles 4 million bushels and an additional 4 million has been stored on ships wintering in harbour.) —App. V, p.930
176. Clarke Steamship Company Limited. *1955*
Statement showing method used to obtain figures presented in Exhibits 85 and 86. *n* —App. V, p.931
177. Canada Steamship Lines Limited.
Letter from President to Royal Commission on Coasting Trade—August 18, 1955 (correcting statement made at Ottawa Hearings regarding cost of building ships in Canada and U.K.).
Schedule of tariffs for elevation, storage and handling charges effective August 1, 1954, for Kingston Grain Elevator, Cataraqui Bay, Kingston, Ontario. —App. V, p.936

178. Furness, Withy & Company Limited.
Letter from Messrs. Halley, Hickman and Hunt to Royal Commission on Coasting Trade—October 13, 1955 (correcting errors appearing in transcript of proceedings, Volume 2, Part B). —App. V, p.939
179. British Columbia Loggers' Association.
Letter from Secretary-Manager to Royal Commission on Coasting Trade—September 19, 1955 (supplying information indicating what percentage of total cost of logs is represented by transportation of logs and transportation of supplies and machinery).
List of Association members. —App. V, p.942
180. Canadian Pulp and Paper Association. *Mission*
Proceedings of the Annual Meeting—1955. —App. V, p.944A
181. Canadian Wheat Board.
Letter from Mr. F. T. Rowan, Manager, to Royal Commission on Coasting Trade—October 25, 1955—enclosing compilations on ocean freight rates, particularly for wheat.
Chamber of Shipping Index Number of Tramp Shipping Rates 1952-1955.
Chamber of Shipping Index Number of Tramp Shipping Rates 1948-1952. *Notes*
Statement showing rates on grain from St. Lawrence Ports to United Kingdom.
Statement showing fluctuations in ocean grain freight rates Canada to United Kingdom.
Notes on Statistical Supplement to Annual Report on Maritime Transport published by the Organization for European Economic Co-operation, Paris—September 1955 (containing numerous tables relevant to Canadian coasting trade). —App. V, p.945
182. Government of the Province of Nova Scotia.
Letter from Minister of Trade and Industry for Nova Scotia to Royal Commission on Coasting Trade—October 11, 1955 (opposes restrictions of coasting trade to Canadian flag ships and estimates the increase in shipping costs in Nova Scotia if U.K. ships excluded). —App. V, p.962
183. Canada Steamship Lines Ltd.
Letter from Mr. T. R. McLagan, President, to Royal Commission on Coasting Trade—October 20, 1955, including several documents. Statement showing total package freight tonnage and percentage of total tonnage carried during period 1950-1954.
Three Canada Steamship Lines schedules listing 1955 package freight services and timetables.
Booklet on "How Modern Handling Methods Are Used To Provide Faster, Safer Package Freight Service." —App. V, p.967
184. Canadian Shipping and Marine Engineering News.
Letter from Editor to Royal Commission on Coasting Trade—November 1, 1955 (describes freight rate competition between Canadian and U.K. ships and forecasts U.K. competition for Canadian bulk carriers). —App. V, p.971
185. Shipbuilding Conference of the United Kingdom.
Statement describing vessels built in U.K. since 1921 for Canadian and Newfoundland owners and engaged in international trade. —App. V, p.974
186. St. Lawrence Municipal Bureau of Montreal. *1955*
Proposal advocating surcharge to equate the costs of U.K. and Canadian shipping in inland St. Lawrence system. *... a* —App. V, p.977
187. Government of the Province of Manitoba. *1955*
Statement showing relative cost of moving grain from Lakehead to Montreal (a) by present method, (b) direct by upper lake vessels after opening of Seaway and (c) direct by U.K. flag ocean vessel after opening of Seaway.—App. V, p.980

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188. Branch Lines Limited.
Letter to Branch Lines Limited from W. A. Phillips, Anderson & Co. Ltd., London, England—October 28, 1955 (offering, in view of construction of St. Lawrence Seaway, to convert canallers from steam to diesel during winter months at minimum cost and offering to charter such vessels for subsequent off-seasons if profitable trading foreseen). —App. V, p.990
189. Windsor Chamber of Commerce. *missing*
A. Letter from Windsor Chamber of Commerce to Royal Commission on Coasting Trade—November 14, 1955. (Commonwealth registered ships operate no regular service in coastal package freight trade from Windsor, but occasionally Newfoundland-Great Lakes Steamships Company loads cargo at Windsor.)
B. Membership Directory—1954 (950 members)—T.4934. —App. V, p.992A
190. Marine Industries Limited. *1955*
Statement listing definition of technical terms and typical values for various types of vessels (diagram). —App. V, p.992C
191. Canadian Shipowners Association.
Letter from Mr. W. J. Fisher, General Manager, to Royal Commission on Coasting Trade—December 15, 1955.
Statement showing comparison of average daily operating costs on 10,000 DWT "Park" vessel under Canadian and U.K. registries.
Statement showing pro forma crew lists and union wages on 10,000 DWT "Park" vessel under Canadian and U.K. registries. —T.4936
192. Saint John Dry Dock Co. Ltd.
Letter from Mr. F. G. Wilson, Vice-President, to Royal Commission on Coasting Trade, December 8, 1955.
Statement showing analysis of income of above company and its subsidiaries from shipbuilding, ship repairing and subsidiary industries. —T.4943
193. Saguenay Terminals Limited.
Letter from Mr. W. Baatz, Treasurer, to Royal Commission on Coasting Trade, November 30, 1955 (concerning (1) conditions precedent to obtaining a licence under the Transport Act to operate a water carrier service, (2) discriminatory use by railways of through rail and water tariffs, (3) actual number of sailings during period, 1952-1954).
Copy of application form to obtain a licence to transport passengers and/or goods by water. —T.4946
194. Marine Industries Limited. *1955*
Corrected graph replacing Exhibit 150 (c) showing savings available to Canadian shipowners (based on construction of 15 trawlers for France). —App. V, p.992D *n.d.*
195. Kent Lines Limited.
Letter from Teed & Teed, Saint John, N.B. to Royal Commission on Coasting Trade—November 16, 1955.
Statement showing number and registered net tonnage of vessels arriving at and departing from Canadian ports in Canadian coastwise shipping during 1954. —T.4951
196. Kent Lines Limited.
A. Letter from Teed & Teed, Saint John, N.B., to Royal Commission on Coasting Trade—November 18, 1955.
B. Booklets entitled "The Story Of The Chignecto Barrier" and "The Voice Of The Maritimes" (advocating construction of Chignecto Canal).
C. Booklet entitled "The Case For The Chignecto Canal". —App. VI, p.992E *missing*

197. Iron Ore Transport Company Limited.
Statement showing characteristics of "SS. Sept Iles" and "SS. Ruth Lake". (Letter Magee, O'Donnell & Byers to Royal Commission on Coasting Trade—December 5, 1955, explaining that contracts were awarded in 1951 but delivery not requested before 1955.) —T.4953
198. Government of the Province of Manitoba.
Statement showing earnings, net income, dividends and stock prices for Canada Steamship Lines Limited for period 1940-1955. —T.4957 *stat*
199. Shipbuilding Conference of the United Kingdom.
Supplementary Submission December 14, 1955. (Correcting inaccurate statements in Brief 36 submitted by Vancouver, New Westminster and District, Metal Trades Council, Victoria and District Metal Trades Council, Shipyard General Workers Federation—regarding assistance provided in recent years to U.K. shipbuilders. British Shipbuilding Industry does not receive direct financial assistance from government, and long term, low interest money was provided during depression period only by British (Shipping) Assistance Act 1935. So-called "bounties" do not exist, and accelerated depreciation is available to all industry.) —T.4958
200. Canada Steamship Lines, Limited. *1955*
Statement (enlarging Exhibit 95) showing difference in operating costs between Canadian built and manned large upper lakers and U.K. built and manned ships of various types of the largest size capable of navigating the Seaway in connection with:
(a) carrying wheat from Fort William to Kingston,
(b) carrying ore from Seven Islands to Hamilton, *n.d.*
201. Canada Steamship Lines, Limited.
Design characteristic details of the seven ships (Types A-G) referred to in Exhibit 200. —App. VI, p.992G
202. Canada Steamship Lines, Limited. *1955*
Descriptive folder giving complete explanation of Exhibit 200. *n.d.* —App. VI, p.992H
203. Canada Steamship Lines, Limited.
Article from magazine "Fairplay"—October 20, 1955, (outlines Moore-McCormack's ship construction programme and indicates that U.S. Maritime Commission estimates U.S.-built ships cost 65% more than European-built ships). —App. VI, p.992I
204. Canada Steamship Lines, Limited.
Article from British magazine "The Shipping World"—July 6, 1955, entitled, "The Cost of A Cargo Ship". —App. VI, p.992J
205. Canada Steamship Lines, Limited.
Statement comparing relative cost of moving grain from Lakehead to Montreal via Seaway as estimated by C.S.L. in Exhibit 200 and as estimated in Government of Manitoba Exhibit 187. *missing* —T.5024-A —App. VI, p.992K
206. Canadian Vickers Ltd. *1955*
Summary of additional cost of building a vessel in Canadian shipyards versus British shipyards. (Presented by Mr. J. A. S. Peck and based on Exhibit 204). —T.5041 App. VI, p.992L
207. Dingwall Shipping Co. Ltd.
Letter from McMichael, Common, Howard, Ker & Cate to Royal Commission on Coasting Trade—December 29, 1955 (information concerning the organization *n.d.*)

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- and activities of Dingwall Shipping Co. Ltd. and their connections with Scandinavian Ore Tankers Inc. and Iron Ore Company of Canada). —App. VI, p.993
208. Government of the Province of New Brunswick.
Letter from the Hon. Hugh John Fleming, Premier of New Brunswick, to Royal Commission on Coasting Trade—December 12, 1955 (opposes any changes in shipping regulations which might increase transportation charges on goods moving between Atlantic region and central Canada). —App. VI, p.996
209. Canadian Pacific Railway.
Letter from Mr. J. A. Wright, Solicitor, to Royal Commission on Coasting Trade—December 20, 1955 (listing corrections to be made in transcript of C.P.R. evidence appearing in Volumes 5 and 12). —App. VI, p.998
210. Chamber of Commerce of the City of Québec.
Letter from Mr. Yves Poisson, Secretary-Treasurer, to Royal Commission on Coasting Trade—December 23, 1955 (listing corrections to be made in transcript of French testimony of Mr. M. Turcotte at Québec City Hearings). —App. VI, p.1002
211. Chamber of Commerce of the City of Québec.
Letter from Mr. Yves Poisson, Secretary-Treasurer, to Royal Commission on Coasting Trade—December 15, 1955 (listing corrections to be made in transcript of French testimony of Mr. Yves Poisson at Québec City Hearings). —App. VI, p.1009
212. Shipping Federation of Canada.
Letter from Mr. C. T. Mearns, Secretary, to Royal Commission on Coasting Trade—December 30, 1955 (listing corrections to be made in transcript of testimony of Mr. J. P. Boyle at Montreal Hearings). —App. VI, p.1016
213. General Council of British Shipping.
Letter from Mr. H. E. Gorick, Joint Secretary, to Royal Commission on Coasting Trade—December 23, 1955, in reply to questions submitted by Economic Advisor to Royal Commission. (Expresses doubt that U.K. shipowners will invest in large laker-type vessels on completion of Seaway, and suggests that although U.K. ocean-going ships would not be able to compete with large lakers, they might provide valuable service in ore and grain trade through Seaway.) —App. VI, p.1025
214. Shipbuilding Conference of the United Kingdom.
Letter from Mr. S. G. Dixon to Royal Commission on Coasting Trade—December 27, 1955 in reply to questions submitted by Royal Commission. (Possibility of building specially-designed bulk carriers for use on Seaway discussed but no precise designs developed. Adaptation of ocean-going ships for use on Seaway restricted by limited draft in seaway channels. Present day cost for building ship similar to "Scott Misener" in U.K. estimated at from £1,420,000 to £1,530,000.) —App. VI, p. 1030
215. Canadian Shipbuilding and Ship Repairing Association.
Copy of brief presented by Government of Newfoundland to Royal Commission on Canada's Economic Prospects. 1405 —T.5062
216. Canadian Shipbuilding and Ship Repairing Association.
Statistics on waterborne trade of Newfoundland.
Tables I and III Cargoes loaded and unloaded at Nfld. ports in coasting and foreign service 1950-54.
Table II Seaborne trade of Nfld. as a percentage of Canadian seaborne trade—1954.
Tables IV and V Cargoes loaded and unloaded in Nfld. ports in coasting and foreign service by commodities—1954. —App. VI, p.1034

217. Canadian Shipbuilding and Ship Repairing Association. *STAT*
 Statistics on domestic waterborne commerce of the United States 1924-53.
 —App. VI, p.1041
218. Canadian Shipbuilding and Ship Repairing Association.
 List of new construction on order (commercial and naval) in Canadian shipyards
 as of December 1, 1955. —App. VI, p.1042
219. Canadian Shipbuilding and Ship Repairing Association.
 Circular letter from Atlantic Shipbuilding Company, Wales, received by Canada
 Steamship Lines, Ltd., December 12, 1955 (soliciting business and quoting
 delivery dates for various types of ships). —App. VI, p.1047
220. Canadian Shipbuilding and Ship Repairing Association.
 Department of Transport Press Release No. 462, November 12, 1953 (announced
 modifications in the use of escrow funds). —App. VI, p.1048
221. Canadian Shipowners Association.
 Statement showing decline in size of Merchant Marine of Great Britain and
 Northern Ireland relative to world shipping. (See also Exhibit 230.) *n.d.* *STAT*
 —App. VI, p.1050
222. Canada Steamship Lines, Limited.
 Additional data to be included in Exhibits 200, 201 and 202 showing
 operating costs of vessel "T. R. McLagan" for moving wheat from Lakehead
 to Kingston. 1908, 1923, 1938 & 1953 & 1955-56, App. VI, p.1052
223. Canada Steamship Lines, Limited. *STAT*
 Graph showing clearance of grain out of Lakehead by water during 1955
navigation season. —App. VI, p.1053A *from 1955-56 register*
224. Canada Steamship Lines, Limited.
 Statement showing tramp ship sizes and capacities supplementary to Mr. Lowery's
 comments on Government of Manitoba Exhibit 187 (including excerpts from an
 article "Modern Standard Tramp Ship" from December 1955 issue of "The Motor
Ship"). —T.5200
 —App. VI, p.1053B
225. Canada Steamship Lines, Limited. *Missing*
 Lloyd's Register Shipbuilding Returns for Quarter Ended 30th. June, 1955.
 —App. VI, p.1053C
226. Canada Steamship Lines, Limited. *Missing*
 Lloyd's Register Annual Summary of Merchant Ships Launched In The World
During Year 1954. —App. VI, p.1053D
227. Canadian Federation of Agriculture.
 Statement showing lake freight rates on grain moving from Fort William to
 Montreal during period 1947-1955. (See also Exhibit 234.) *STAT*
 —App. VI, p.1054
228. Canadian Federation of Agriculture.
 Graph showing monthly totals of shipping losses, British, Allied and Neutral
 by enemy action, and total number of U-boats and operated U-boats between
1939-1945. —App. VI, p.1054A *STAT*
229. Canadian Federation of Agriculture.
 Clipping from "Montreal Gazette"—January 4, 1956—entitled "'Seamew' Aircraft
 Unveiled in U.K." —App. VI, p. 1055
230. Canadian Shipowners Association.
 Comparison of Merchant Fleet of Great Britain and Northern Ireland with
 World's Fleet during period 1905-1955. —App. VI, p.1056 *STAT*
231. Union Steamships Limited, Vancouver, B.C.
 Letter from Mr. J. F. Ellis, General Manager, to Royal Commission on

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Coasting Trade—January 3, 1956, listing corrections to be made in transcript of testimony of Mr. J. F. Ellis at Vancouver Hearings.

(Suggests that the people of Alaska favour freedom of action in water transportation between points in Washington State, B.C., and Alaska.)

—App. VI, p.1058

232. Aluminum Company of Canada, Limited.

Letter from Mr. L. P. Leduc, Secretary, to Royal Commission on Coasting Trade, January 3, 1956, listing corrections to be made in transcript of Mr. R. B. Graham's evidence at Montreal Hearings.

Supplementary information submitted in answer to questions asked at Montreal Hearings.

(Statement showing operating materials moved from Port Alfred to Kitimat via coasting trade during period 1953-1955. Cost of shipping 1 ton of alumina from Arvida to Kitimat via rail and water in 1955.

Delivered prices for aluminum ingot delivered in Canada, U.S.A., and U.K. as of December 1955.

List of tariffs affecting aluminum products.

Cost per ton mile of shipping aluminum ingot from Arvida to various international destinations compared with cost of shipments to Kingston and Chicago).

—App. VI, p.1066

233. Canadian Shipbuilding and Ship Repairing Association.

Statement showing volume of U.S.A. waterborne commerce, including coasting trade between mainland and U.S.A. overseas territories, during period 1947-1953,

—App. VI, p.1074

234. Canadian Federation of Agriculture.

Statement (amending Exhibit 227) showing lake freight rates on grain moving from Fort William to Montreal during period 1947-1955.

—App. VI, p. 1076

235. Canadian Shipbuilding and Ship Repairing Association.

Statement showing bulk cargoes as a percentage of total cargoes carried in U.S.A. domestic waterborne commerce for selected years 1938 through 1952,

—App. VI, p.1077

236. Committee on Newfoundland Coastal Shipping.

Supplementary brief presented at Ottawa Hearings—January 1956 (emphasizing need for improved docking facilities in Newfoundland).

—App. VI, p.1080

237. Committee on Newfoundland Coastal Shipping.

Memorandum of Agreement between The 'Longshoremen's Protective Union and The Newfoundland Employers' Association, Ltd.—1954. Missing —T.5976

Statement showing Newfoundland Employers' Association, Ltd. Longshore Rates of Wages—effective May 1, 1955.

—App. VI, p.1099

238. Committee on Newfoundland Coastal Shipping. Missing

C.N.R. Timetable 85 for Atlantic Region and Newfoundland District—June 12, 1955.

—T.5977

239. Committee on Newfoundland Coastal Shipping. Missing

Regulations governing marine slip at Selkirk, Manitoba. R.A. —App. VI, p.1101B

240. Canadian National Railways.

Letter from Mr. L. Coté, Assistant General Solicitor, March 12, 1956, in reply to letter from Mr. H. R. Kemp, Royal Commission on Coasting Trade (concerning construction cost of Canadian-built SS. "Prince George").

—App. VI, p. 1102

241. Canadian Pacific Railway.

Letter from Mr. J. A. Wright, Solicitor, March 27, 1956, in reply to letter from Mr. H. R. Kemp, Royal Commission on Coasting Trade, (concerning construction cost of U.K.-built SS. "Princess Marguerite").

—App. VI, p.1105

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242. Union Steamships Limited.

Letter from Mr. J. F. Ellis, General Manager, to Royal Commission on Coasting Trade—February 29, 1956, enclosing circular letter of February 27, 1956, sent to B.C. Members of Parliament and Senators with regard to Bill No. 107, introduced in House of Commons—February 15, 1956, to amend the Transport Act.

(Outlines change in recommendations as submitted at Vancouver Hearings and:

- (1) opposes any extension of licensing under Transport Act to B.C. coasting trade as impracticable.
- (2) if licensing regulations instituted they should apply to all types of vessels engaged in water or air transport.
- (3) if regulation of fare or freight rates instituted it should apply to all passenger and cargo traffic by water or air transport, and through rates covering in part water movement should be abolished or prohibited.) *h d* —App. VI, p.1108

243. General Council of British Shipping.

Letter from Mr. H. E. Gorick, Joint Secretary, to Royal Commission on Coasting Trade—February 29, 1956, commenting on tables of construction and operational costs of U.K.-built and Canadian-built ships submitted in Exhibit 200 by Canada Steamship Lines, Limited.

(Suggests that length of vessels "E", "F" and "G" in relation to beam and depth would be unsuitable for ocean-going service. Believes gap between operating costs of Canadian laker and U.K. laker trading solely within Seaway would be small. Suggests that construction cost figure for type "B" vessel should be about \$4,200,000, or 37% greater than figure quoted.

Inappropriate to compare vessels "C" to "F", having lake draft of 25'6", with vessel "A", having draft of 23'9".) —App. VI, p. 1119

244. British Columbia Lumber Manufacturers Association.

Letter from Messrs. Herridge, Tolmie, Gray, Coyne & Blair to Royal Commission on Coasting Trade—February 1, 1956, supplying information requested at Vancouver Hearings. (Annual Report 1954—lists Association members. Statement showing number of member companies owning tugs, number of tugs and origin, and proportion of total involved in B.C. coastal towing.

Statement showing shipments by rail and water in Canada in 1954. Tables I and II in Annual Report show shipments to principal markets since 1945.

Statement showing average estimated lumber value including loading and freight within B.C.) —App. VI, p. 1123

245. Royal Netherlands Shipowners Association.

Letter from President to Royal Commission on Coasting Trade—January 24, 1956, clarifying certain references made in Brief 101, submitted by the Canadian and Catholic Confederation of Labour and National Metal Trades Federation, in regard to assistance provided by Netherlands Government to shipping industry.

—App. VI, p. 1126

246. Canadian Shipbuilding and Ship Repairing Association.

Letter from Mr. T. R. McLagan, President, to Royal Commission on Coasting Trade, February 8, 1956, stating stand in respect to non-Canadian built ships engaged in Canadian coasting trade at such time as trade is restricted to Canadian-built and registered ships.

(Suggests that U.K. ships on liner berth service, regularly employed in Canadian coasting trade for at least five years prior to restriction, would be permitted, if remaining under present owners, to continue under U.K. registry in present service for remainder of natural life, and only be replaced by vessels built and registered in Canada.

Opposes permitting U.K. ships, chartered by Canadian companies to continue

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in coasting trade, but suggests special arrangements might be necessary for a limited time to avoid hardship or disorganization in essential services.)

—App. VI, p.1132

247. Canada Steamship Lines, Limited.

Letter from Mr. R. Lowery, March 29, 1956, in reply to letter from Mr. G. G. McLeod, Royal Commission on Coasting Trade, regarding the ability of CSL vessels to trade to Seven Islands.

(List of existing upper lake bulk vessels and freighters capable of trading to Seven Islands on completion of Seaway.

Such ships, if engaged exclusively in Seven Islands ore trade, could move 7 million tons of ore to Hamilton and Lake Erie ports in one season.

CSL has no intention of using small canallers on Seven Islands run.

"T. R. McLagan" is certified to operate as far east as Havre St-Pierre, but smaller upper lake-type vessels would probably be more suitable for operations off west coast of Newfoundland.

Dual purpose vessel has advantage of flexibility, but not as efficient in any particular trade as specialized vessel.)

—App. VI, p. 1135

248. Canadian Shipowners Association.

Letters from Mr. W. J. Fisher, General Manager, February 14, 1956, and March 6, 1956, in reply to request from Mr. G. G. McLeod, Royal Commission on Coasting Trade, for estimate of operating costs of vessels engaged in Great Lakes and St. Lawrence River trade. Statement showing operating costs of various types of vessels moving grain from Fort William to Kingston, and ore from Seven Islands to Montreal and Ashtabula.

—App. VI, p.1141

249. Commonwealth of Australia.

Tariff Board's Report on Shipbuilding Industry, June 16, 1955.

—App. VI, p.1187A

250. Canadian Pacific Railway.

Letter from Mr. J. A. Wright, Solicitor, to Royal Commission on Coasting Trade—April 18, 1956 (concerning construction cost and cost of transporting U.K.-built SS. "Princess Marguerite" to Victoria).

—App. VI, p.1188

251. Canadian Shipowners Association.

Reconciliation of data supplied in Exhibits 191 and 248 on operating costs of vessels engaged in Great Lakes-St. Lawrence trade. 1956

—App. VI, p.1189

252. Canadian Shipowners Association.

Additional data on wages for Exhibit 248. n. d.

—App. VI, p. 1193

253. Commonwealth of Australia.

Press Release issued in Melbourne, April 12, 1956, concerning "Merchant Shipbuilding in Australia", (announcing continuation of subsidy assistance up to 33 1/3% in respect of merchant shipbuilding and control of importation of ships).

—App. VI, p.1194

254. Canada Steamship Lines, Limited.

Letter from Mr. C. P. Reddall, Chief Statistician, to Royal Commission on Coasting Trade—April 19, 1956, with details of various load draughts of the "T. R. McLagan".

—App. VI, p.1196

255. Canadian Maritime Commission.

Statement showing particulars of vessels in preparation or under construction in Canadian shipyards as of June 30, 1956 (excluding naval vessels).

—App. VI, p.1198

256. Canada Steamship Lines, Limited.

Letter from Mr. T. R. McLagan to Royal Commission on Coasting Trade,

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May 3, 1956, commenting on operating cost statement in Exhibit 248, submitted by Canadian Shipowners Association.

Statement comparing figures in Exhibit 248 and Exhibit 200, on a time basis, in respect to operating costs on movement of grain from Lakehead to Kingston.

—App. VI, p. 1202

257. Commonwealth of Australia.

Second reading speech by Senator, the Honourable Shane Paltridge, Australian Minister for Shipping and Transport, introducing the Australian Coastal Shipping Commission Bill—1956

I — An Act to establish an Australian Coastal Shipping Commission to operate certain shipping services, and to repeal the Shipping Act—1949.

—App. VI, p.1210

II — An Act to approve an Agreement entered into by the Commonwealth with respect to Australian Coastal Shipping, and for purposes connected with that Agreement.

—App. VI, p.1226

86-1	Information requested by Commission at Hearings	1955-1956
86-10	" " " " " "	1955.
	Saint John	
86-11	" " " " " "	St. John's 1955
86-12	" " " " " "	Halifax 1955
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86-14	" " " " " "	Port Arthur 1955
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