

credited with exporting to the United Kingdom a quantity of grain in excess of the total amount imported by Great Britain. But adjustments can be made and are made in estimating the diversion. Then, of course, as a cross check we have the British import figures, which are usually fairly satisfactory, although there again is a difficulty because frequently grain which is moved, we will say, through Buffalo and New York is entered in the British figures as American grain, and conversely grain which is moved from the middle west of the United States through Montreal is entered as Canadian grain. In the British figures those shipments are not segregated. However, we are able to ascertain with fair accuracy the quantities of grain which are moved.

I am glad the hon. member brought the matter up for discussion. May I say to him that the whole subject is engaging the attention and study not only of Canadian statisticians and students in the bureau and in the universities, but also of statisticians of the League of Nations, in Great Britain, the United States and other European countries.

Mr. VENIOT: Does not the same apply to certain imports into Canada?

Mr. STEVENS: Yes, quite so. For instance, large quantities of goods moved from central Europe find as a port of exit, we will say, a German port. They are entered in our import records as coming from Germany, having been merchandised in Hamburg, we will say, which is a great free city. It may be merchandised there, and there may be a bona fide clearing for Canada, but the origin of the goods might be Czechoslovakia.

Mr. VENIOT: What about tea and coffee?

Mr. STEVENS: A great deal of tea in years gone by has moved through Great Britain. However in regard to that commodity I believe we are able pretty well to ascertain the country of origin.

Mr. VENIOT: Through the United States?

Mr. STEVENS: Some comes through the United States, but that is largely transhipped.

Item agreed to.

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

Atlantic Ocean

Canada and the United Kingdom, on the Atlantic, service between, \$500,000.

Canada and South Africa, service between, \$112,500.

Pacific Ocean

British Columbia and Australia and/or China, service between, \$118,800.

British Columbia and South Africa, service between, \$84,000.

Canada, China and Japan, service between, \$600,000.

Canada and New Zealand, on the Pacific, service between, \$100,000.

Prince Rupert, B.C. and Queen Charlotte islands, service between, \$12,000.

Vancouver and the British West Indies, service between, \$36,000.

Vancouver and northern ports of British Columbia, service between, \$18,000.

Victoria, Vancouver, way ports and Skagway, service between, \$12,000.

Victoria and west coast Vancouver island, service between, \$10,000.

Local Services

Baddeck and Iona, service between, \$5,000.
Charlottetown and Pictou, service between, \$20,000.

Charlottetown, Victoria and Holliday's wharf, service between, \$4,600.

Grand Manan and the mainland, service between, \$24,750.

Halifax and bay St. Lawrence, service between, \$2,000.

Halifax, Canso and Guysboro, service between, \$6,750.

Halifax and Sherbrooke, service between, \$900.

Halifax, South Cape Breton and Bras d'Or lake ports, service between, \$3,500.

Halifax, Spry Bay and Cape Breton ports, service between, \$4,000.

Halifax and west coast of Cape Breton, service between, \$4,000.

Mulgrave, Arichat and Canso, service between, \$30,000.

Mulgrave and Guysboro, calling at intermediate ports, service between, \$9,500.

Murray Bay and north shore, winter service between, \$40,000.

Parrsboro, Kingsport and Wolfville, service between, \$2,000.

Pelee island and the mainland, service between, \$8,250.

Pictou, Mulgrave and Cheticamp, service between, \$9,000.

Pictou, Souris and the Magdalen islands, service between, \$37,500.

Quebec, Natashquan and Harrington, service between, \$76,500.

Quebec, or Montreal, and Gaspé, calling at way ports, service between, \$54,000.

Rimouski and Matane, and points on the north shore of the St. Lawrence, service between, \$37,500.

Riviere du Loup and Tadoussac, and other north shore ports, service between, \$9,000.

St. Catherine's bay and Tadoussac, service between, \$2,500.

Saint John, Bear river, Annapolis and Granville, and other way ports, service between, \$2,000.

Saint John and Bridgetown, service between, \$800.

Saint John and Margaretville, and other ports on the bay of Fundy, service between, \$2,800.

Saint John and Minas Basin ports, service between, \$3,500.