

steamers are practically all British. A few of them may be Canadian citizens, but the number is not recorded. These are also British registered ships, and probably the 132 white British members of the crews are signed on in Great Britain, while the 74 British West Africans are signed on in British West Africa, where these vessels call on their way to South and East Africa. Subsidy is only paid for the one way service from Canada to Africa, and the ships do not always come back direct to Canada. If no return cargo is offering, they may proceed to other destinations with cargo before coming back via England or the United States or other countries to take up their sailings from Canada again. Ships are chartered for extra unsubsidized sailings if sufficient cargo is offering, and during the calendar year 1935 seventeen of these extra sailings were made, in addition to the twelve regular monthly sailings.

Q. Now, this is also a service that is really subsidized for trade purposes?—

A. At the same time, it carries small amounts of mail; it does not carry a great deal of mail because it is a slow service, as compared with service via England; but it carries 40 or 50 packets of parcel post, newspapers and so forth, on each sailing.

*By Mr. Neill:*

Q. There is a clause there in regard to West Africa. At what ports do they call?—A. They call at Sierra Leone.

*By the Chairman:*

Q. Have you any idea how the trade figures compare with the payment of these subsidies from year to year?—A. When I last looked into that matter I found this line was carrying about 90 per cent of our total exports to South Africa.

*By Mr. Blackmore:*

Q. May I ask Mr. Bawden if there is any way in which he can give us an idea of the total amount of money we are paying on the Atlantic as subsidies to further trade, to increase trade or to help trade along?—A. Well the statement that I put on the records two weeks ago will show local services, Atlantic ocean services and Pacific ocean services. I would say that practically all Atlantic ocean and Pacific ocean services were for the development of trade. In the case of the C.P.R. service we have just been talking about, that also includes the carriage of mail. These vessels are also developing trade at the same time. I would say all the ocean services are paid subsidies for the development of trade.

*By the Chairman:*

Q. As I understand it, the idea is that Canada is a part of the world economic whole, and we need effective contact between Canada and other parts of the world?—A. For the use of our exporters and merchants.

*By Mr. MacKenzie:*

Q. It all comes back to the same thing. I do not know how much we are paying for trade, because it is all lumped under mail subsidies?—A. We are getting principally mail services, but the subsidy is paid for trade purposes, too. As I understand it, the statement shows what is paid on the Atlantic and Pacific services. On page 39 you will see that we paid \$615,000 in 1934-1935 for Atlantic services, and we paid \$1,120,000 in 1934-35 for Pacific services, or a total of about \$1,735,000.

*By the Chairman:*

Q. In what year?—A. In the year 1934-1935, the last year, shown on the statement. I would say that that was all paid with the idea in mind of assisting [Mr. F. E. Bawden.]