

By the Chairman:

Q. It is a Canadian-run British Columbia shipping company; is that the idea?—A. Well, I would say it was probably incorporated in British Columbia. I do not know.

Q. With Canadian money at the back of it?—A. I think so.

By Mr. Neill:

Q. What about this North Pacific Company?—A. I am just coming to that.

British Columbia and Australia: The North Pacific Shipping Company of Vancouver had a few chartered British vessels to Australia last year. Subsidy has, so far, been paid for one sailing. It is possible that about three more sailings in 1935-36 will be paid subsidies. The conditions are similar to those of the China service. That is to say, they get the same amount of \$4,950 a trip. The idea is that if the whole of the money is not used up for the China service, some of it can be used to assist trade in other directions.

Q. Do you stipulate a certain size of steamer for carrying lumber?—A. Yes. They have got to carry about 4,500,000 feet of lumber. That is about an 8,000 ton ship.

British Columbia and South Africa: The contract states that the majority of the total number of employees on the vessels employed shall be British subjects. This is a joint British and Dutch service and each British vessel has approximately 53 British subjects, while all the British vessels between them employ four Canadian cadets and 2 Canadian junior engineers. The employment of these Canadians was voluntary on the part of the company. They wished to do something for the young sailors in British Columbia and they created the positions of four cadets and two junior engineers and have appointed Canadian young men to them.

Q. To what points do they sail—Cape Town?—A. I am just coming to that in a moment. All the British vessels between them employ 6 Canadians. Each Dutch vessel has approximately 43 Dutch subjects and 6 British subjects.

This is a one-way service as far as the subsidy is concerned. The subsidized route extends from British Columbia to Cape Town, Port Elizabeth, East London and Durban; thence to Lourenco Marques and Beira in Portuguese East Africa. After leaving Beira the vessels proceed to India, returning to British Columbia via Calcutta, making optional calls at Colombo and Madras, thence by the Straits Settlements, the Dutch East Indies, Manila and United States Pacific coast ports, the round trip taking over six months.

Extra chartered vessels are employed, without subsidy, when there is more cargo from British Columbia than the regular liners can carry. They put on an extra vessel and we pay no subsidy for it.

Q. What kind of service is it? How often?—A. Once a month. The regular service is once a month.

Q. And the round trip takes six months?—A. Yes, the round trip takes six months. They have six or seven vessels employed.

Q. What would the crew be in this South Africa service, British natives of South Africa?—A. I have no information as to that. I imagine they are Malays or Lascars.

By the Chairman:

Q. Each vessel could make about two trips a year, at that rate?—A. Yes. That is all. It is a long service.

By Mr. Neill:

Q. Apparently they have a number of boats of their own. They have five boats of their own?—A. Yes. They have enough boats of their own to perform