

the second place, the immigration laws would not permit it. In the third place, the shipping laws of the United Kingdom, if they are British ships, would not permit it, because these men have been signed on for the round trip and they have to be landed back where they came from.

Q. In such ships as these?—A. With chartered ships, I do not see that anything can be done.

Mr. NEILL: It is a poor system. That is the block.

The CHAIRMAN: That makes the question under consideration rather puzzling.

WITNESS: Chartered ships sometimes have to be employed on services where there is not sufficient business to induce any shipping company to put on a regular line. On this North China service we called for tenders and we had six offers. There was only one regular line which tendered, and that was the Bank line, which wanted \$10,000 a trip against the \$4,950 which we pay these people. We would have had to pay more than twice as much. These Bank line vessels have Chinese crews, so that the situation is quite complicated.

By Mr. Neill:

Q. Who are the Bank Line Company?—A. Andrew Weir and Company of Glasgow.

Mr. MACINNIS: Good Scotchmen.

By Mr. MacNicol:

Q. I was just noticing here that if any of these crews escape at Vancouver, the shipping companies are up against a penalty.—A. That is as far as orientals are concerned?

Q. Yes.—A. Yes. I do not know what happens if a white man deserts his ship in Vancouver. Of course, it is under the immigration laws, I imagine.

Mr. MACINNIS: We do not draw a line.

Mr. NEILL: We do not worry very much about a white man. A Chinaman costs money.

WITNESS: Some companies, such as the Canadian Transport Company, may have 40 or 50 vessels under charter at one time. I had a letter this morning from the Canadian Transport Company drawing my attention to the fact that at the present moment they have 49 ships under charter in various parts of the world.

By the Chairman:

Q. Where is the headquarters of the Canadian Transport Company—A. Vancouver. They are the people that operate our service between Vancouver and the British West Indies.

By Mr. Neill:

Q. To the British West Indies?—A. Yes; and they are very large charterers. They have ships afloat all over the world.

Q. Where do we find that?—A. Vancouver and British West Indies.

Q. At what page?—A. On page 50.

By the Chairman:

Q. The Canadian Transport Company is owned by what interests?—A. It is a shipping company itself. It is a Canadian shipping company.

By Mr. Neill:

Q. Whose agents are the Ocean Shipping Company, are they not?—A. No.

[Mr. F. E. Bawden.]