

Q. There is no charge for carrying them?—A. There is no charge. When we have to move a trade commissioner from one point to another, we notify the company and they issue a free ticket under this contract.

*By Mr. MacNicol:*

Q. Do they move the furniture free?—A. No, I do not think they move furniture free.

Q. It seems to me I noticed quite a large sum of money in the estimates for moving trade commissioners from one place to another?—A. Yes. They only get free transportation as far as this service is concerned. If a trade commissioner can be moved by this service, he gets carried free. If he has to go some other way, the transportation has to be paid. If we have a man coming from Italy he would have to pay the transportation from Italy to England anyway, in order to get to those free steamers.

Q. I suppose he has to travel on a first class ship anyway?—A. We carry them on those subsidized ships wherever possible.

*By Mr. MacKenzie:*

Q. Mr. Neill asked why the subsidy was paid?—A. Yes.

Q. And you mentioned mail contracts?—A. Yes.

Q. A subsidy and a mail contract are not synonymous terms?—A. The heading of the vote is "Mail subsidies and steamship subventions." In the case of this Atlantic service, a high subsidy has been paid in past years, principally for the carrying of mail.

*By Mr. Neill:*

Q. Which is now cut in half?—A. Which is now cut in half.

Q. Roughly, what is the tonnage of these eleven boats? There are eleven boats altogether?—A. Yes.

Q. What would be the average tonnage of those boats?—A. I could give you that in a moment.

Q. I do not want each one. What is the average?—A. They range from the Empress of Britain, which is the largest, with a gross tonnage of 42,348 down to the Montclare, which would be the smallest, with a tonnage of 16,314. The Duchess boats are about 20,000 tons.

Q. The average is about 20,000 tons?—A. The average is about 20,000, I should say. Then, there are also five freight steamers employed which carry mail sometimes when it is convenient for the Post Office department to use them.

Q. Would they be smaller?—A. Smaller boats, 10,000 tons and 15 knots on the average.

*By Mr. MacInnis:*

Q. Are there any other charges for carrying mail besides subsidies?—A. Is the company paid anything more?

Q. Yes.—A. No, not by Canada. They are paid for carrying mails the other way by the British government.

*By the Chairman:*

Q. Now, as I understand it, this subsidy is paid in each case for two specific reasons: first for carrying the mail, and secondly for trade expansion; is that correct?—A. Not always; some services on the ocean carry no mails.

Q. Then the subsidy would narrow down to trade?—A. Trade.

Q. It is then for trade expansion?—A. Yes.

Q. It may be either or both?—A. Yes.

[Mr. F. E. Bawden.]