

been misinformed with regard to this corn. The sort of corn that does come into Vancouver, of which I have any knowledge comes from the Argentine. I have never known of any eastern Canadian corn coming into the British Columbia district.

Q. But this is South Africa?—A. Yes, I know; British Columbia imports generally from South America and the Argentine.

Q. They do not import from the Argentine now?—A. No, but they have; that has been their main market; but I do not know of any Silver-Java vessel bringing in any corn. In the first place I do not think their vessels are suitable.

Q. I am not talking about any particular steamships now. I thought you might be able to help clear up the point I raised about these subsidies.

Mr. MACNICOL: In any event, the corn from South Africa would likely land at Atlantic ports. To go to Pacific ports, it would only be going around the other way.

Mr. LACROIX: Yes, it competes with Argentine corn.

WITNESS: Yes, it competes with Argentine corn.

The CHAIRMAN: It is a question of government policy.

Mr. MARTIN: I am asking this man if he can explain that.

WITNESS: Just as I said before, it is a main question with Canada of getting her exports into a foreign market. There is certain competition that you have got to meet. Take China. You have the Tacoma Oriental vessels as an instance. The Tacoma Oriental service, which is a service competing with the British Columbia-China subsidized service, are paid on an average of \$16,375 per voyage or approximately \$4,950.

*By Mr. Reid:*

Q. If I might ask a question right there, is it not a fact that the rates for the whole Pacific coast are set at San Francisco by the American controlled shipping interests, including even the rates set by the Silver-Java line?—A. Yes and no. On the oriental service they have what they call a Pacific westbound conference, but they are not set by San Francisco. That is an argument made by San Francisco members.

Q. Well, controlled?—A. No, they are not controlled. If the Canadian Pacific should want to put in a rate at Vancouver, they get the rate—

Q. The Silver-Java I am speaking of, which operates in San Francisco and Seattle right now?—A. To South Africa?

Q. Yes.—A. No, I do not say they are controlled. They have got their main principal in San Francisco, their head office. In the case of the European service they have a conference, a committee in Vancouver, and as far as Canadian commodities are concerned they are getting special consideration, and recommendations from Canadian organizations, Canadian representatives.

Q. I mentioned that because my information is that it nullifies the effect of the subsidy; because if the subsidy is given to increase trade, why should the rates be set in San Francisco for Canadian subsidized ships?—A. That is not altogether correct. You might say that we represented a number of foreign principals. We cannot, without making a recommendation to our principals on a rate; just the fact that our principal, if he is located in San Francisco or he is a direct representative in San Francisco, and he agrees with us, I do not think you can say it is absolutely controlled in San Francisco.

Mr. MACNICOL: I should like to ask a question now if I may.

The CHAIRMAN: All right.

Mr. MACNICOL: The committee will be rising and Mr. Clendenning will be going away. I want to get the real background of the interest behind Mr. Clendenning. I should like Mr. Clendenning to tell us just what he represents. Perhaps he did at the beginning, but I have forgotten it for the moment.