

Q. What about general trade there in the opposite direction? Coming from British Columbia and on their way home they may pick up a cargo of wheat in Vancouver. It would be difficult to get a cargo going to Vancouver?—
A. Yes. They get a cargo sometimes of peanuts and peanut oil or something like that, but only occasionally.

As the reference to the committee includes charterers as well as owners of ships, attention may be called to the fact that this service, as well as the Vancouver-West Indies service, is carried on at present entirely by chartered ships.

In the case of chartered ships it does not appear to be practicable to arrange for the employment of Canadian crews. The contractors for these services, when chartering, have to accept the vessels with the crews which they have on board at the time they begin their charters, and it would appear to be difficult, if not impossible, to charter vessels with the provision that when the vessels arrive in Canadian ports to take up their charters, the crews on board them should be sent ashore and replaced by Canadian citizens. There would probably be some difficulty with the immigration laws, and furthermore, as most of these ships make only a one-way voyage under their charter, there would apparently be no way of bringing the Canadian crews back to Canada.

Charters of British ships are usually made by cabling an inquiry to a broker in London, who submits by cable such offers as he may receive. The contractors select a vessel whose size, price, position and speed may be satisfactory and cable acceptance. The charter is then signed on behalf of the charterers, and the ship, which may be in almost any part of the world at the time, is instructed by cable to proceed to Canada and load for the voyage for which she is chartered. After the voyage has been completed and her charter has expired, she is on the charter market again for further employment in any part of the world.

Mr. MACNICOL: If I might interject at this point, I might say that the statement just made by Mr. Bawden seems to me to be a very important one.

WITNESS: I have just outlined the way in which the charters work. A man in Vancouver will have to cable to London. His broker will go down to the Baltic Exchange and ask for an offer. He will get two or three ships offered at different prices, of different sizes and in different positions. That information will be cabled to Vancouver and the charterer will select the one that suits him best. He will cable back to London and the broker will be authorized to sign a charter and pay over the money. The ship will be instructed by cable to go to Vancouver and start operations.

Q. Already crewed?—A. Yes.

By Mr. Neill:

Q. Could the government not do that and save the middleman's profit?—
A. Could the department not go into the shipping business?

Mr. MACNICOL: That would be another commission, and we do not want that.

WITNESS: That would be in competition with private business.

Mr. NEILL: I wanted to catch an officer saying that he has no confidence in his own department. That is what it amounts to.

WITNESS: No. The department would not wish to do that.

Mr. NEILL: You charter boats when it suits you.

By Mr. MacNicol:

Q. I should like to pursue that a little further. It strikes me as a very important matter. These ships when they are chartered, proceed to sail to Vancouver?—A. Yes.

Q. And it would be impossible to discharge those crews at Vancouver?—A. You could not do it. In the first place, the owners would not consent to it. In