

This clause is also contained in all other contracts, except the following:—

Canada and the United Kingdom Service—Contractors the Canadian Pacific Railway.

British Columbia and North China Service—Contractors the British Canadian Steamships Limited.

Canada and South Africa Service—Contractors the Elder Dempster Lines, Limited.

British Columbia and South Africa Service—Contractors the Silver Java Pacific Line.

Canada, China and Japan Service—Contractors the Canadian Pacific Railway.

Vancouver and British West Indies Service—Contractors the Canadian Transport Company, Limited.

I will refer further to these services, with the other services appearing on pages 49 and 50 of the Minutes and Proceedings of the Committee No. 2, for March 20, which will be now taken in the order in which they appear.

Canada and the United Kingdom: There is no "British subjects" clause in the contract, but this appears to be practically unnecessary, as the crews of these vessels are practically all British; totalling 3,643. To get accurate information as to nationality would necessitate canvassing each member of the crew, or a great deal of work in searching records. The vessels employed are all registered in the United Kingdom, and presumably sign on their crews in that country. Accurate information on this point can no doubt be obtained from the representatives of the company, if and when they appear before the committee. This is a round trip service, between Canada, the United Kingdom and the Continent.

By Mr. Neill:

Q. I wonder if I may ask questions as we go along?—A. Yes.

Q. For what purpose is that subsidy given? Just what is specified? Is it to promote trade or carry mail?—A. Well, I have a copy of the contract here; I think it gives it.

Q. You might just generalize.—A. Principally for the carriage of mail, I believe.

Q. They do carry mail?—A. Oh, yes. The contract states:—

Whereas the maintenance and continuance of the existing mail services on the Atlantic ocean between Eastern Canada and ports in the United Kingdom and on the continent of Europe, as now carried on by the contractors, are considered to be of the greatest importance in relation to the development of Canadian foreign trade with European countries; and whereas it is considered advisable and necessary to provide for the uninterrupted continuance of the said services by means of a definite agreement; the contractors agree to provide. . . .

and so forth.

By the Chairman:

Q. Between what points on the Atlantic and Britain is this service carried on?—A. Montreal and Quebec in the summer, Saint John and Halifax in the winter, to Liverpool, London, Southampton, Glasgow, Antwerp and Hamburg.

By Mr. Neill:

Q. Does that cover also, as stated on page 49, free transportation of trade commissioners and their wives and families?—A. Yes.