

me that there was no such undertaking. As far as this government is concerned I can speak, and I say, no.

Mr. POWER: Is there any clause in this contract to provide that in consideration of the subsidy of \$600,000, fair, reasonable and equitable wages will be paid?

Mr. STEVENS: Such a clause has never been included in any subvention since they were first given.

Mr. POWER: Since the minister has become the apostle of fairly high wages in this country, does he not think that he in his administrative capacity and his department should endeavour to see that something better than slave wages are paid on vessels operating under subventions paid by this government?

Mr. STEVENS: First, I thank my hon. friend for the apostolic suggestion. Second, I shall take his suggestion into earnest consideration.

Mr. POWER: Thank you.

Mr. STEVENS: I mean it.

Mr. POWER: If the minister means it, I thank him twice.

Mr. MacINNIS: What company is paid a subsidy for the Vancouver-British West Indies service?

Mr. STEVENS: I gave that information a short time ago; it is the Canadian Transport Company.

Mr. MacINNIS: Do not the boats of this company go from the West Indies to British ports where they discharge most of their cargoes?

Mr. STEVENS: This is what we call an outward contract. Such a contract is not uncommon to Canada. Certain sailings are guaranteed by the steamship companies, in this case one a month, but there is no obligation for a corresponding return service. The main reason for this subsidy is to provide the West Indies with fodder, such as oats and hay, as well as with fish and other important products such as lumber. Those are probably the four main products involved, and it was largely to facilitate their movement that this service was inaugurated.

Mr. NEILL: Did I understand the minister to say that in the contract with the Canadian Pacific Railway Company the system had been abandoned of paying them anything for the carriage of mail, and that it was all included in the subsidy for the service?

[Mr. Stevens.]

Mr. STEVENS: Yes.

Mr. NEILL: Particularly as regards the service on the west coast of Vancouver island?

Mr. STEVENS: I was referring to the Atlantic and trans-Pacific service when I made that statement.

Mr. NEILL: And it does not refer to Vancouver island?

Mr. STEVENS: They carry the mail free of charge also.

Mr. NEILL: Some months ago I had occasion to ask for a little extension of the postal service on the west coast of Vancouver island, and the postal people—not the Canadian Pacific Railway—replied that it would be a matter of expense, because they would have to be paid fifteen cents a mile.

Mr. STEVENS: My hon. friend did not do me the courtesy of bringing it to my attention and I cannot answer for the Post Office Department.

Item agreed to.

Trade and Commerce—salaries, \$548,766; contingencies, \$40,000.

Mr. STEVENS: This is the ordinary civil government vote.

Mr. DUFF: This vote I understand is subject to the ten per cent reduction?

Mr. STEVENS: Yes.

Mr. DUFF: Do I understand that we pass the vote subject to the same consideration as the others affecting salaries?

Mr. STEVENS: Absolutely.

Mr. DUFF: Can the minister tell us whether the government has considered paying the full amount instead of ninety per cent?

Mr. STEVENS: It is still under consideration. It will be decided very shortly and the house advised.

Mr. MacLEAN: Is there anything in the estimates for cable service, transatlantic or otherwise?

Mr. STEVENS: No.

Item agreed to.

EXTERNAL AFFAIRS

London, salaries and expenses of the office of the High Commissioner for Canada, including \$1,800 additional salary for the High Commissioner to that authorized by chap. 15, R.S.C., \$121,160.