

Q. Do the *Niagara* and the *Aorangi* go straight to Vancouver, or do they call at Seattle first?—A. They do not call at Seattle. They sail directly to and from Vancouver and Victoria to the Fiji Islands, Auckland and Sydney, and back again the same way.

By Mr. MacInnis:

Q. The trade practically doubled since 1932 to 1933?—A. Yes.

Q. That is the total trade. It does not mean that these boats have doubled their trade?—A. No.

Q. But surely they would get a certain amount of the increase?—A. Well, I can tell you this, that since 1932 their freight carried has gone up. But since 1932 they have not carried as much freight as they carried in the year 1929.

By Mr. MacNicol:

Q. That was a peak year?—A. That was a peak year.

Q. They have gone up since 1930?—A. In 1930 they dropped; 1931 they dropped some more; 1932 they dropped again; 1933 they went up; 1934 they went up.

Q. From 1933 trade has increased?—A. And in 1935 they went down.

Q. They went down again in 1935?—A. Down again. If the trade increased, it did not go by these boats.

WITNESS: *Prince Rupert and Queen Charlotte Islands*: This is a Canadian National service, employing all Canadian citizens, between Prince Rupert, the Queen Charlotte Islands, and Vancouver.

By the Chairman:

Q. That is a fortnightly service?—A. Yes, that is a fortnightly service in each direction, north and south; one week north and the next week south.

Vancouver and the British West Indies: No "British Subjects" clause is included in the contract.

These are chartered vessels and a number of them are foreign vessels, and the contractors have no control over their crews.

In regard to this service, there does not appear to be sufficient cargo offering in British Columbia to fill one ship per month for the British West Indies at present, and consequently there is not sufficient traffic to support a round-trip service from British Columbia to the West Indies and back again, particularly in view of the Panama Canal dues which have to be paid.

The arrangement which has been made with the Canadian Transport Company, and which has been followed since 1927, is that the company shall put chartered steamers on the berth in British Columbia at intervals of from 4 to 8 weeks, according to the amount of cargo offering, and load cargo for the British West Indies, taking all the cargo offering; and they are then permitted to fill the balance of the ship with other cargo, which is usually for the United Kingdom, or possibly, in some cases, for the Atlantic coast of the United States. The vessels go to the British West Indies first, unload their cargo for those islands, which usually averages about 25 per cent of the vessel's capacity, and then proceed to their destination. For the purpose of carrying out this service, the contractors, who may have 40 or 50 vessels under charter at one time, select from those vessels such as may be in a suitable position to carry on an approximately monthly service. The subsidy is very small, \$2,750 per trip, less than the Panama Canal dues on each ship and is just sufficient to compensate for the cost of deviation to Trinidad and Barbados, with a very small balance of profit.

By Mr. MacNicol:

Q. Are there any orientals on those ships?—A. They are chartered ships and we do not know what the crews may be. But if they are British ships, I