

Mr. REID: I think those are all the questions I have to ask at the moment.

The CHAIRMAN: Now Mr. Bawden, you may proceed.

WITNESS: Two weeks ago I placed before the committee several statistical statements outlining the mail subsidies and steamship subventions which have been paid by certain other countries; and the subsidies paid by the Department of Trade and Commerce during the fiscal year which ended a few days ago; showing in the last named statement particulars of the nationality of the crews, as far as can be ascertained up to the present time.

I should like this morning to amplify and summarize some of the information then given, in a form which may perhaps be more convenient to the committee; and to make one or two corrections.

Two small errors appear on page 50. In the first item on that page there are three vessels shown as being employed on the Canada, China and Japan Service, and to these there should be added the *Empress of Asia*, which was apparently omitted by a printer's error. The words "Pacific Ocean" in the first column, half way down the page, should be deleted, as they appear as a heading on the previous page.

*By Mr. MacKenzie:*

Q. Would you mind repeating that?—A. The words "Pacific Ocean" in the first column, about half way down, should not be there. The printer put them in by mistake, because they are already shown on the previous page.

On page 49, under the heading of "British Columbia and China," it should be pointed out that during the last fiscal year this vote read "British Columbia and Australia and/or China" and that under the provisions of this vote, subsidy for one trip to Australia was paid to the North Pacific Shipping Company, of Vancouver, for the voyage of a chartered steamer carrying lumber to that country. Four more voyages were made by the same company and claims have been sent in for subsidy but have not yet been paid. The question as to whether they will be paid or not depends upon how much is available from the aforesaid vote after the China service has been fully provided for in the fiscal year 1935-36. The subsidy was the same as for the China Service, \$4,950 per trip. Chartered steamers were employed.

*By the Chairman:*

Q. Is this British Columbia and China service the same service as the British Columbia and North China?—A. Yes. The vote in the estimates this year is for British Columbia and China. Last year it was British Columbia and Australia and/or China; that is to say, we could make a few trips to Australia under the same vote, and we did make three or four trips. One has been paid for, and I am sorry to say it was omitted from that statement.

Q. Sometimes you use the term "North China"?—A. It is the same thing.

*By Mr. Neill:*

Q. You say you are cutting it down this year, limiting it only to China?—A. The word "Australia" has been omitted from the estimates this year.

Q. Why?—A. Because we did not think it was necessary to put it in.

Q. That is a rather vague reason.—A. There is an ample service of vessels to Australia without subsidizing.

Q. That is a reason?—A. In fact, in the last few days we have had notice of another line going on to Australia from British Columbia, making about three trips a month, the Australian Direct Line I think they call it.

*By Mr. MacNicol:*

Q. Are they applying for a subsidy?—A. No, they are not applying for a subsidy.