

Q. With the board of trade?—A. Yes; the employers meet with a representative of the men, and they say, "Now, the freight rates are so much, and we have got to keep them so much, because we have to pay a wage equivalent to the cost of living," and the result is a stated wage for the coast, and a stated wage for the deep sea men, and for tugs, and that is the wage that they get. In that way everybody understands what they are getting. In Canada, unfortunately, one company is paying a certain amount and another company is paying something else. It is a matter that we have been fighting for a long time, to get the seamen's wages standardized by law.

By Mr. MacInnis:

Q. In Great Britain you say the wages are set in conference between the owners and the seamen's organizations?—A. Yes.

By Mr. Neill:

Q. And the board of trade?—A. And the board of trade.

Q. The Shipping Act in Great Britain is fairly explicit on those points of accommodation?—A. It is very strict.

Q. Is there anything else in the Canadian Shipping Act—the Act we are working under now—worth while covering these points?—A. Nothing at all. As a matter of fact, the Canadian Shipping Act as introduced in parliament over a year ago, I believe it was, is nothing but a copy of the old British Shipping Act of 1894.

The CHAIRMAN: Without amendments since?

WITNESS: Absolutely, sir. We compared some. We have our old shipping acts.

The CHAIRMAN: We will have to get another shipping act at that rate.

By Mr. Howden:

Q. Have you got an organization that is recognized by the shipping people?—A. I will tell you. They recognize us. They never turn any representative belonging to our organization away. As a matter of fact, they are very nice.

Q. You have not any schedule of conditions or wages with them, have you?—A. No. We have ben fighting for years for that.

By Mr. Blackmore:

Q. May I ask what schedule you have been fighting for? Suppose you have a man getting \$45 a month now, how far would you be willing to compromise in order to get that man on? What is the standard you are fighting for?—A. According to the cost of living. We know what the rates are. We know what a seaman is worth, and we know what he should actually get.

Q. What is that?—A. The quartermaster, as I said, coastwise, seventy-five cents; able bodied seamen are less. The ratings—

By Mr. Isnor:

Q. Is it not \$65.75 for a quartermaster?—A. \$65.75 for a quartermaster. For an able-bodied seaman who would be next on the rating—

By Mr. Blackmore:

Q. I would like to get this very definitely in my mind so that I can draw a conclusion. Suppose we start with \$45. You gave us the impression that an ordinary oriental would work for \$9 whereas a white man would want \$45. Then you stated that you would be willing to compromise. I wonder how far down that man getting \$45 would be justified in going, according to your