

to put their money in vessels, and thereby make work for shipyards, docks, &c., in this Canada of ours.

I believe, Mr. Speaker, that everything in that article is only too true. We have down on the eastern coast of Canada, a large number of very desirable people who have maintained themselves for years from the sea. We were at one time one of the largest owners of shipping in the world. Our ships were literally on every sea. The decline has been very marked since the advent of steam, and wooden ships have gone out of use. We would be still employing them to trade on our coast if it were not for this unfair competition. As will be evident from what I have read, no Canadian sailor, or captain, or ship owner can compete with the Norwegians on the terms on which the latter work. There has been a good deal of agitation and a good deal of indignation on the part of white men on the Pacific coast with regard to Chinese competition, and I think justly so. Yet the Chinaman leaves something in Canada, he at least wears Canadian clothing, he eats Canadian food, and he lives in a Canadian house. These Norwegians use nothing that is manufactured in Canada. They bring their food from Norway with them as ship's stores, they bring the oil that oils their engines, they bring the spare nuts and bolts that are used in their machinery, they bring their spare ropes, they bring their necessary tar, they bring even the cotton waste that wipes the bearings of the engines, indeed there is nothing the Norwegian sailor gets from Canada, barring enough vegetables to keep scurvy from the forecabin. It is a common saying among Canadian sailors that the Norwegian sailor will live on the smell of an oiled rag.

Our men can neither exist on the wages nor live on the food and many of them will not sail in the bottoms that the Norwegian sailor is willing to sail in. The competition, as I said before, is against our sailors. We cannot, under the circumstances, compete with the Norwegians at all. I know I may be told that the Norwegian, by treaty with Great Britain, is here within his rights and I am sorry to say that it is true, but that makes the situation none the better for our men. There are Canadians who are willing and anxious to put their money into shipping in the coasting trade if they could possibly have any fair-play in competing with these foreigners. I would like to give you an idea, Mr. Speaker, of the Norwegian shipping employed by two firms in Canada. We hear a good deal of the cry of Canada for Canadians. That, I believe, means, when you boil it down, that any man of good morals and good health who wants to become a Canadian citizen is welcome to become such, but as far as our coasting trade is concerned it is Canada for the Norwegians evidently. I have here a list of the Norwegian ships sailing out of one port

of Nova Scotia. There are 24 steamers, most of them large. They aggregate over 40,000 tons. They employ between 500 and 600 men. These steamers are doing nearly all the coasting trade of eastern Nova Scotia. I have here another list of 15 steamers equally large and equally well manned sailing out of another port of Nova Scotia. These 40 large ships from Norway have actually driven the Nova Scotia trade into the hands of foreigners. They have driven the Canadian coaster out of the business altogether. As I said before these men are within their treaty rights but something ought to be done and something might be done, I think. A bonus or something of that kind by the government might probably meet the situation. I suggest a bonus to offset the low rate of wages paid to the Norwegians. These men leave nothing in Canada. They work for a wage that the Canadian sailor cannot work for. They very often sail in bottoms that the Canadian will not risk his life in. They live on food that the Canadian will not eat and yet our own shipping is driven from off the seas by this class of men. I remember that when Charles Brown, otherwise known as Artemus Ward, was paying his first visit to England some years ago he wrote a series of letters back to his home paper and among other things he said, after he had been there awhile: 'This North American is now trusted to carry a lighted candle from his room.' The thought comes to me that perhaps this north American colony may some day be trusted to make its own treaties and that we may be able then—I hope we may be able before that—to compete in some way with the Norwegian and not have our own trade driven from the Canadian coast. I hope that some action will be taken in this matter to help our own men, our own sailors and our own ships to compete in this trade which is monopolized by the Norwegians at the present time.

Hon. L. P. BRODEUR (Minister of Marine and Fisheries). Mr. Speaker, I am very glad that my hon. friend from Hants (Mr. Black) has brought before the House the question of shipbuilding. During the investigation of the tariff in several places in Canada representations were made to us concerning the advisability of encouraging the shipbuilding industry by the granting of a bonus. The question of a bounty could not be disposed of at this session as all the questions appertaining to the tariff have been postponed until another session. I am not in a position to state what the policy of the government will be in regard to this question. It is a question which may be discussed more fully at a future session. For my part I realize, as my hon. friend does, the importance of the shipbuilding industry. We all remember that some years ago the shipbuilding industry of this country was a very extensive one; Canada occupied the