

Mr. KINLEY: Yes they are.

Mr. FINN: It seems to me, Mr. Chairman, that I have had the opportunity, inasmuch as I have travelled quite often on these ships—

The CHAIRMAN: Pardon me. First of all I would like the members to know that Mr. Finn is not a member of the committee and would like the consent of the committee to hear Mr. Finn (Carried).

Mr. FINN: Of the ten boats that are to be sold the two largest are 10,000 tons, the *Challenger* and the *Cruiser*. The *Britisher*, *Highlander* and *Scottisher* are 8,000 tons. Now, on all these ships with one exception, I think, the captains are Nova Scotians, and the officers are also Nova Scotians. As a matter of fact, I know that there are to-day in Nova Scotia young men of 26 years and 27 years who hold foreign-going certificates whose hopes and aspirations were that there would be an opportunity for them to go in as others went out. It seems to me that these ten ships plying between Halifax and Saint John through the Panama Canal to New Zealand and Australia in the winter, and in the summer back to New York and Boston and up the St. Lawrence, should be manned by Canadians. They are mostly Nova Scotians. Unless there is some hard and fast binding agreement on these companies we will find within a year that the same condition exists as exists to-day in the C.P.R., where it is almost impossible to find a Nova Scotian or men from New Brunswick, Prince Edward Island or Quebec, or any Canadians on board of these ships. These ships of the C.P.R. are receiving subsidy. They buy all their supplies in England, and I suppose the same conditions will prevail in these ships that are going to take the place of the Canadian Merchant Marine, the Lady boats and the Vagabond boats that run down to the West Indies, Nassau and Kingston. If you give the right to the owners of these companies, the moment these boats become their own, or at any rate within six months or a year, these men will be let out in order to employ Australians or New Zealanders, and Canada will have lost a great asset. Our young men will be put out of employment, men who, as I say, have passed their examinations and hold these foreign-going certificates. I think it is really a question that is fraught with a great deal of misapprehension on the part of our people, and I think that if what I predict does take place the result will be that the people of the Maritime provinces at least, speaking particularly for the province of Nova Scotia and for my good friend Mr. Kinley, who is a member of your committee, our people will be stunned. We are trying to build up Canada and yet we sell our ships to New Zealand, Australian and English concerns, and then we find—and I say this kindly—that these very ships that we are selling because we do not want to replace them continue to operate and Canadians will be released and in five years the position will be very, very bad. I suggest to the Honourable Minister of Railways and Marine that every precaution should be taken to ensure that the greatest protection is afforded to our Canadians who are in these ships; otherwise it will be an awful blow. I look upon it as a great disaster and catastrophe to the men who love the sea and who follow it, and who are competent to command these ships and to fill the various positions on them from sailor lad up. I know a chap from Prince Edward Island who was third officer some years ago. He had been a bank clerk and ultimately captained one of the Lady boats, Captain E. Cameron.

Mr. HEAPS: We agree.

Mr. FINN: I beg your pardon?

Mr. HEAPS: We agree with you.

Mr. FINN: I do not want to say anything that is embarrassing, but I suggest to the Honourable Minister of Railways and Marine, with all due respect, that every precaution should be taken to protect our men, because otherwise I do not know just what will happen. Nor do I know what will be the opinion of our people in the maritimes. I speak, as I said before, for Nova Scotia, and I shall