

Then Captain A. J. Holland, Marine Superintendent, Vancouver.

Captain Holland was in command of the *Empress of Russia*, April, 1930, when a demented woman passenger jumped overboard in the China sea. At the time there was a heavy sea running as the ship was passing through the edge of a typhoon. Two boats were launched, manned by Chinese crew in charge of ship's officers and after pulling for half an hour in heavy seas, rescued the woman. Captain Holland states that the Chinese were so anxious to man the boats that there was no necessity to call for volunteers. Captain Holland was Staff Captain on the *Empress of Australia* during the Yokohama Earthquake and states that the Chinese crew stood on the forecastle of the ship about 20 feet from the wharf which was blazing fiercely and played hoses on the fire. Notwithstanding the fact that their clothes were scorched they remained at their posts and finally extinguished the fire.

Those are a few samples to exemplify the point that Chinese crews do not become panicky and that they are efficient and dependable.

I believe, in the case of the woman, she was a good swimmer.

*By Mr. MacNicol:*

Q. After attempting to commit suicide they sometimes change their mind, is that it?—A. Sometimes they change their mind when they get into the water, I have seen that frequently.

Q. That is a lady's privilege, is it not, to change her mind?

Mr. FLINTOFT: I expect that the man who jumps out of a ten story window would like to change his mind, but he does not get the chance.

*By Mr. MacKenzie:*

Q. Captain, you do not attempt to argue that the Canadians would not make good seamen?—A. Oh, no, I do not. I am merely saying that the statement that Chinese are panicky is not a correct statement.

Q. I think you did previously this afternoon.

Mr. ISNOR: That was before lunch.

Mr. REID: This afternoon he almost left that inference.

The CHAIRMAN: What was the statement, Mr. MacKenzie?

Mr. FLINTOFT: I think he said they were not available in Vancouver.

Mr. MACKENZIE: The inference he left was that they would not make good sailors.

WITNESS: Oh, no, I do not wish to leave that inference.

Mr. MACKENZIE: As a matter of fact, I have been a deck-hand on the C.P.R. boats, and I know they can do anything anybody else can do.

Mr. HOWDEN: The statement the witness made was that Canadians did not have the training which these other men had.

WITNESS: No, because the training ground did not exist then.

Mr. NEILL: This gentleman has been a captain in the Royal Navy and he tells us that it is not possible to get the rigid discipline in white men. You state that in No. 4. Now can we or can we not get a rigid system of discipline among white men in the British Navy?—A. I am not drawing my crews from the British Navy.

Q. Some of them you are. You can get ex-naval men in Vancouver to go; but you are making the statement that the white man is not amenable to a good system of discipline. I want to pin this witness down to that. He is an ex-captain of His Majesty's service and he says it is not possible to make white men amenable to a good system of discipline.