

expect that to be done? It is no wonder the fisheries in that part of Nova Scotia are in such a deplorable condition when their only real means of transportation, which is the service between Canso, Arichat and Mulgrave, is cut down by the minister to the extent of \$3,750 without—and I say it in all kindness—knowing the circumstances in connection with the matter.

This service touches at Canso, one of the most important fishing points on the coast of Nova Scotia, and the landing point for both commercial cables and the Western Union cable. Suppose this contractor refuses to accept the reduction. If a contract is a sacred thing, can the minister compel this contractor to accept this amount? Of course he cannot. I suppose the minister is working on the idea of this mass buying business—sweat shops, Loblaws, Eatons and Simpsons. Oh, it is a terrible thing for them to do mass buying, but the minister is trying to do mass buying by starving out cooks and stewardesses on the Westport; that is the kind of mass buying he is doing so far as Nova Scotia is concerned. He is cutting down service, and he is deliberately starving service.

The same applies to my own town of Guysborough. The only service they have—they are forty miles away from a railway—from the first of September to the middle of March, yes, even the first of May, is a little boat which runs from Guysborough to Queensport, and then on to Mulgrave. Well, the Minister of Trade and Commerce in the exercise of his penny wise and pound foolish policy is compelling the fish buyers to say: "No, we cannot take more fish from you, because when winter comes the boat will not be running and we will have no means of transportation." They cannot go out and get mackerel or herring, because this parsimonious government, this Tory government, has reduced the subsidy to \$9,500. No wonder the trade of the country is in its present terrible condition. The minister is responsible, more than anyone else, so far as his department is concerned, for the statistics with regard to trade. No wonder the trade of this country has fallen off by almost two-thirds of its volume when the minister of a great department, one who should do everything possible to increase the trade of the country, deliberately and for the sake of saving a few lousy and measly dollars reduces the subsidy.

Mr. MacNICOL: I should like to refer the minister to a report issued recently by the Canadian Association of Seamen in reference to subsidized Canadian shipping from Vancouver and Victoria to the Asiatic ports. The

report states that on Canadian ships there are 2,574 oriental workers, and that on all foreign ships, particularly Danish, Norwegian, American, French and German, entering Vancouver and Victoria harbours the sailors are the nationals of those respective countries. I should like to ask the minister if he can state whether or not that statement is correct, namely that all other ships entering our western harbours employ their own nationals? Then, in view of the fact that Canada gives to the Canadian ships plying between our western ports and Asiatic ports approximately \$900,000 per year, and owing to the fact that on board these ships there are 2,574 orientals working, which means the displacement of that number of Canadian sailors, etc., is there anything the government can do to see that Canadian seamen are employed on board Canadian ships receiving subsidies from Canada?

Mr. DUFF: Before the minister replies may I say this: How would it be for the hon. member to suggest to the Minister of Trade and Commerce that he should get a Chinese cook for the Westport between Mulgrave and Guysborough?

Mr. STEVENS: I gave a full answer only a few moments ago to the question asked by the hon. member.

Mr. REID: Perhaps this question does not come within the minister's department, but I should like to ask if any criticisms have been made to him regarding allegations in connection with the Canadian Pacific Railway Company bringing engineers from the old country. I wonder if the minister has any information on that point? Strong representations in that regard have been made to almost every member from the province of British Columbia.

Mr. STEVENS: The statement is denied, absolutely. There may be cases where the Canadian Pacific Railway Company, which operates a large fleet of ships on both oceans, might promote a man from a junior position on one of its Atlantic steamships to a position on the Pacific. The reverse often obtains, where a man is promoted from the Pacific to the Atlantic; for instance, I know some of the captains running on the larger ships on the Atlantic were formerly captains on the Pacific. It is quite true that a number of these men are Scotchmen, particularly the engineers. I am quite sure my hon. friend would not criticize the Canadian Pacific Railway Company for using Scotch engineers. They were not imported for that purpose. A Scotchman, or, like myself, an Englishman,