

Captain EDMUND AIKMAN, R.N.R., called and sworn.

*By the Chairman:*

Q. What is your name in full?—A. Edmund Aikman.

Q. What is your position?—A. General-superintendent, Canadian Pacific Steamships, Vancouver.

*By Mr. MacNicol:*

Q. Is all of the material used in the overhauling of the ships at Hong Kong British material?—A. British or Canadian. All the paint is purchased in Canada. The boiler tubes and condenser tubes are purchased in Great Britain. The overhauls would cost us nearly 100 per cent more if we had them done at Esquimalt. Esquimalt has not the machinery necessary to turn out the big jobs we require in connection with the engine-room.

Then there is the question of labour. We can get any amount of unstinted labour in Hong Kong and we do not have to lay our ships up so long as we would have to lay them up if we had the overhauling done in Esquimalt. Also the weather conditions are a big factor. As you are aware, on the coast we have a great deal of wet weather, and in Hong Kong the weather is satisfactory for caulking the decks, painting ship, and similar work.

Q. You really do your overhauling at Hong Kong in order to cut down the cost?—A. Yes, and it is more convenient in every way. We would have to lay our ships up for a longer time if we did the overhauling at Esquimalt, and the earning capacity of the ships would be reduced accordingly.

*By Mr. Neill:*

Q. Would not the drydock at Esquimalt furnish the necessary machinery if you guaranteed the work?—A. The machinery is not there at present. We have had to send our ships to Bremmerton, the United States navy yard on the Puget Sound, to do big work.

Q. If you guaranteed the work they would put in the machinery?—A. Would they compensate us for laying our ships up for a longer period?

Q. The drydocks at Hong Kong are British Government drydocks, are they not?—A. They are a private enterprise, and they have supplied us with drydocks long before Canada had a drydock that could take our ships, and they have invested a great deal of money in those drydocks very largely because our ships are the largest ships that go to the Orient. Recently they had to extend the dock at Kowloon at a considerable cost to take in the *Empress of Japan*, and they did it definitely and especially for that purpose. Kowloon is on the mainland.

Q. Still in British territory?—A. Yes.

Mr. FLINTOFT: Captain Aikman has prepared a statement, and perhaps he might just read it if it is agreeable to the committee.

The CHAIRMAN: Is it agreeable to the committee that Captain Aikman presents his statement before he is questioned?

Mrs. BLACK: Yes.

WITNESS: I do not think it is necessary for me to read my statement, because a great deal of it is embodied in what Mr. Flintoft has already said, but I would like to bring this suggestion to the notice of the committee: It has been suggested that there are a great many unemployed seamen in Vancouver. I would like to know where these unemployed seamen have come from. Vancouver never has in the whole of its history been a ship operating or ship-owning port where deep sea tonnage is involved, and there has never been any demand for trained deep sea seamen for the class of ships we operate. Therefore this vast number of unemployed seamen could not have congregated as the