

a regular monthly service; but if it is necessary to make extra trips, then they charter vessels for that purpose.

Q. What we would need to know is where these British natives came from. If they are British natives they are entitled to be on board?—A. They are either Malays or Lascars, I would say. These vessels come through the Straits Settlements and they would probably sign on their British native crews there, because they call at those points.

Q. It looks as if the crew were entirely coloured, because the 20 on these boats would be taken up with officers, engineering staff and steward's staff, the 20 on the British vessel?—A. Yes.

Q. You would have 4 mates in the navigating end and as many in the engineering department and then you would have the stewards?—A. Yes.

Q. I guess the deckhands and crew will all be natives?—A. Yes. I think probably they would.

*Canada, China and Japan:* No "British Subjects" clause is included in the contract. The four "Empresses" sail fortnightly from Vancouver and Victoria to Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong and Manila, calling on every alternate sailing at Honolulu. 265 whites and 1,783 orientals are stated to be employed. No information has been submitted to show how many of these are Canadian citizens or British subjects, but this information may possibly be obtained from the representatives of the company.

Q. That is a tremendous number of crew. How would the *Empress of Japan* and the *Empress of Canada* compare with the previously mentioned ones on the Atlantic side, the *Empress of Britain*, the *Empress of Australia* and the *Duchess* boats?—A. Of course, the *Empress of Britain* is very much larger than any of them. The *Empress of Australia* is a boat of 21,000 tons; the *Empress of Japan* is 26,000 tons; the *Empress of Canada* is 21,000 tons, and the other two *Empresses* are about 17,000 tons.

Q. They are about the same size?—A. Yes.

Q. And if you figure it out, they have nearly double the number of crew. Is that due to having more passengers, or is it due to the white man being able to do the work of two or three orientals, as is claimed?—A. You mean to say the Japan service has double the number of the other?

Mr. NEILL: Yes. It has a great many more in its crew, if you figure it out, 1,783 orientals and 265 white.

Mr. MacNICOL: On one ship?

Mr. NEILL: On the four ships.

*By Mr. Neill:*

Q. Divide that up, and it comes to what?—A. About 500 a ship.

Q. Yes. On the Atlantic service it does not come to anything like that?—A. On the Atlantic service you have 14 ships.

Q. No, 11. There are 5, and 4 *Duchesses* is 9, and the *Empress of Britain* and the *Empress of Australia* make 11?—A. *Britain, Australia, 4 Duchesses*; that is 6. *Montcalm, Montrose and Montclare*—14 in all.

Q. Those are all *Duchesses*?—A. No.

Q. The *Duchess of Montcalm*?—A. No. Those are three other ships. The *Duchesses* are: The *Duchess of Bedford, Atholl, Richmond and York*.

Q. They are extras?—A. Yes, they are extras. That would make 14.

Q. Divide 14 into 3,643. What do you get?—A. About 250.

Q. Less than half as many?—A. Yes. But you are including in there 5 freight liners which would not have any passengers' stewards, cooks, or staff of that kind.

*By Mr. MacNicol:*

Q. That is on the eastern coast?—A. Yes.

[Mr. F. E. Bawden.]