

British subject, a Canadian, would fight, and the employers do not like that. We might as well face it. They can take on a crew of orientals and fire them at Hong Kong, and pick up another crew, and hear no more about it.

Mr. BLACKMORE: That is what we want to know.

The CHAIRMAN: The companies concerned will be submitting a brief later and all these angles will, no doubt, be dealt with by the committee.

*By Mr. Gladstone:*

Q. It has been stated that one of the reasons for the employment of orientals is trade sentiment; that we might lose trade if we did not employ oriental labour. What would you say to that, witness?—A. That is an old question too. We have discussed that, as well. We have been up against that in Vancouver with the companies. I do not think so. The Chinaman, you know, is a good fellow. We are not fighting this with malice in our hearts; remember that, because I firmly believe that a man who bears malice is in the first stages of insanity anyway. We are not fighting this question that way. These Chinamen are pretty straightforward fellows, I want to tell you. We have spoken to them on this question, and they actually agree with us. In 1924 and 1925 when the Chinamen went on strike, the C.P.R. turned up their books and looked up all their white seamen and wanted them to go on those ships in place of the Chinamen. Some of them actually did it. They were promised, I understand, that they would be given employment on the ships; but after making some trips the Chinamen were put back on. I am quite confident that is just an excuse. Moreover, we are only asking for a percentage. The Chinaman is such a fair-minded man he does not object. The Chinaman is different from the Japanese, mind you.

Mr. REID: If I might be permitted to answer that question regarding trade, I should like to say this: I think I have pointed out in the matter of trade that Australia, which employs a hundred per cent Australians on the ships as seamen, improved its trade in the past four years with China. That is one instance.

Mr. BARRY: And the United States employs 66-2/3 per cent of its citizens on their boats.

*By Mr. Gladstone:*

Q. How are the crews signed on? What is the customary procedure? Are they hired on by the month, by the trip or by the year?—A. By the trip. They sign on each time they get back to Hong Kong.

Q. There was a statement made from which an inference was drawn that white men preferred certain positions, or that he was likely to desert to take another position?—A. Yes, if he had the opportunity of a position?

Q. No, he would desert at Hong Kong.—A. I think that statement was made with respect to the coastwise ships on the Pacific coast.

Q. I do not think it applied wholly to that?—A. Well, I will tell you. I never heard of any desertions on the Pacific coast for years. I have not known of a man to miss his ship on the Pacific coast for years. Anybody who makes these statements is making a false statement. Seamen, you know, are long-suffering people. They do not go out on the street and throw stones and that sort of thing. You have to be a seaman to understand them. They keep on their own way, keep to themselves. We have never gone to anybody to fight our case. We have fought it in our own way with our own methods, and we have now come to the government of the people, the highest court in the land, and placed our case before you gentlemen to consider it to see the value of the thing, to consider it fully. White men do not desert. I have never deserted a