

States seamen have always been higher paid than Canadian seamen. And that the margin between the wages now paid on United States ships and the wages paid to Chinese seamen on ships sailing out of British Columbia ports to the Orient is very great indeed. The more we as seamen know the ship owners the more "cynical" we regard them, for we have not yet met "one" of them that would admit to the crew that his ships were anywhere except in the red.

The brief further contends that "the employment of Chinese on transpacific passenger vessels is both necessary and desirable for various reasons."

- (a) A large percentage of the passengers are Chinese.
- (b) Chinese and Europeans cannot ordinarily work side by side in the commissariat and stewards departments.
- (c) If for no other reason than the language question, it would be impossible to employ stewards to wait on Oriental passengers."

The above reasons advanced by what purports to be a responsible body, to justify the "necessary and desirable" employment of Oriental seamen on transpacific ships is unaffected simplicity to say the least:—

- (a) What percentage of Chinese passengers use those ships? This is not stated which seems rather peculiar.
- (b) "Chinese and Europeans," why the "Europeans." We are interested in Canadians, and we assume that the Parliament of Canada is likewise—entered into the question we resitate to say—we would not say "trickery." We know that the Canadian Pacific Steamship Company is the one primarily interested in the employment of Oriental seamen, that being so, we wonder why it is claimed that different nationalities can not "ordinarily work side by side in the commissariat and stewards departments," for the reason that the Canadian Pacific Railway on their British Columbia Coastal Ships employ all Chinese cooks, who have to work in close proximity and intimacy with white stewards, with no apparent difficulty.
- (c) The language difficulty is not a logical reason. Some Japanese passengers use those ships as well as Chinese, but the ships do not employ Japanese stewards, and there is as much distinct difference between the Chinese and Japanese language, as there is between the English and Chinese. Allowance is made for Oriental passengers, by providing Chinese Stewards to attend to them, but apparently no allowance is thought necessary for Canadian or English speaking passengers, by providing them with the services of White Stewards.

The "brief" states the "Canadian Pacific Railway Company" advises the cost to them would be a cool "million dollars" should they change from Chinese to Canadian or white seamen. We do not intend to contest this, for it may be quite true in fact, what it actually signifies is that they are at present paying Chinese seamen employed by them a miserable starvation wage. However, we would point out that a million dollars is a lot of money, and according to the general standards of Seamen's living conditions aboard ship (which was never very affluent) it would pay wages (bed and board included) for more than nine hundred seamen for a full 12 months.

Anyhow the C.P.R. advice is not to be taken at its face value without giving it serious analysis, for the reason that in changing over from Chinese to White seamen the number of seamen required would be severely reduced, to make this analysis requires examination of the wages account and the profit and loss account. A general statement in this connection proves nothing.