

Now, sir, you will see below on the page that it gives the average monthly wages and then the yearly wage, and the deduction for time-off pay; and in the case of the Chinese you will notice there is a deduction of just 3 per cent, while in the case of the whites we give a time-off deduction of 14 per cent, the reason being that the whites if they were employed would have to be paid off as soon as the ship got into port in Vancouver for, I think, about two weeks.

Captain AIKMAN: Ten or twelve days.

Mr. FLINTOFT: The men would be paid off and you would have to have a shore gang to do the cleaning aboard ship and to put her in shape for painting and so on for her return voyage, whereas all that work in the case of the Chinese is done by the crew, and all they have is a lay-off amounting to 3 per cent—just a short time while the ship is in port. I might say that Mr. O'Donovan made a remark that these Chinese must be a pretty bad lot because we could not let them off the ship in Vancouver. That, of course, is due to the immigration regulations. We have to keep them on board while the ship is in the Canadian ports. It has nothing to do with the peaceableness or law abiding qualities of the Chinese citizens. We have no fear in that regard whatever.

*By Mr. Howden:*

Q. Do I understand that the Chinese crew make the repairs during times that the vessel is idle?—A. The cleaning.

Q. They do it instead of a land crew?—A. Instead of a shore crew.

Now, sir, if you will look at the next line you will see that the cost of the Chinese crews for the four ships is \$197,000—that is wage cost—whereas on the basis estimated the cost for white crews would be \$799,000, a difference of roughly \$600,000. Then, down below you have additional costs. You have the victualling costs. In the case of the Chinese crews the figure is \$170,000, which would become \$274,000, addition of about \$100,000. Between these two items the additional expense of a complete change of personnel would roughly amount to \$700,000.

There are other items—the shore gangs that I have mentioned will total up to about \$139,000 roughly; the total additional expense is \$839,000. That is for a 100 per cent change. You will see down in the right-hand corner of the page that estimates have been worked out there on the basis of 30 per cent, 40 per cent, 50 per cent, 60 per cent and 100 per cent of employment of white Canadians.

Q. Do these figures cover a run or a year?—A. That is a year, sir—that computation. We do not set that up as a practical computation at all; it is put in in view of the statements made by Mr. O'Donovan that he would be satisfied with 65 per cent white. I think he said 65 per cent of whites. However, you cannot do it; it just would not work to establish any percentage over the ship. You cannot mix orientals and white in the same department. If you are going to change the deck you have to change the whole deck; if you are going to change the engine room, you have to make the personnel all whites; and the same is true with the victualling department. They do not mix, you cannot maintain discipline. There would be trouble all the time. The only practical way to look at this thing is, can you change one department for another.

Then, you will see at the bottom of the page that an estimate is given of the cost of structural alterations which means alterations to accommodate whites—amounting to \$250,000.

[Mr. E. P. Flintoft.]