

get there and get in good shape they strike for higher wages. I wonder if that is not the kind of thing the company are referring to when they say that these men would not suit. That would be a very likely thing, because as an independent British people we demand better conditions if we are to get established. I wonder, Mr. Chairman, if in that we have not pretty well put our finger on the cause of this trouble.

WITNESS: Mr. Chairman and gentlemen: A British seaman would not strike. A man who is actually trained as a seaman knows how to take orders without question. Of course, he will kick. We seamen are always kicking, that is the seamen's privilege. I want to tell you something, a trained seaman will die for his ship before he goes on strike. We have been fighting for years to get these men a chance to work, to get them back to work. We believe they should work on ships subsidized by their own government and flying their own flag, a flag which they would be called upon to protect with their very lives in any case of actual emergency. We know very well they would stand by these ships, and we are confident of that. Remember this, that we have a big percentage of naval men in this organization. And these men are well trained. As a matter of fact they are all seamen. We have a rule in our organization which says that you cannot join it unless you can prove that you have had previous sea experience; but we have a clause which says that the organization is quite prepared to take a boy in as long as he is 18 years of age, to train him as an ordinary seaman, and so on, until he is a trained seaman. We have been kicking about laws in this country which allows a man to board a ship as an able-bodied seaman, who has no experience.

*By Mr. Martin:*

Q. That does not cover the point raised by Mr. Blackmore. The point he raised was that the reason given for the percentage of orientals was based on costs. That is the point he made, and it seems to be an essential one.—A. The cost?

Q. To employ white men in the circumstances that you contemplate means paying twice the wages, and these companies cannot afford it. That is the point he raised.

The CHAIRMAN: That is vital to the question.

Mr. BARRY: Mr. Reid is asking for a percentage only.

The CHAIRMAN: That aspect of the question has been before the committee time and again.

Mr. REID: In rebuttal of the statement of Mr. Blackmore, I think evidence was given this morning to show that ships comparable to the Empress boats travel from Great Britain and pay higher wages than are paid in this country with one-third of the crew. These ships are of the same size as ships going to the far east from Canada, and the argument was advanced by the witness, but perhaps not picked up as clearly as it might, that an investigation should be made as to why British ships can operate the same size of ship on the passenger service with one-third of the crew, the majority of whom are British subjects.

Mr. BLACKMORE: What I am interested in is, what is the motive of the companies?

Mr. HOWDEN: Costs.

Mr. BLACKMORE: If it is not costs I should like to know what it is. If it is costs, I should like to know whether it should be overlooked.

Mr. REID: It is not always costs. The argument advanced by Mr. Blackmore is a very persistent one. Most employers would rather have orientals, because they can hire them and kick them out much easier; whereas an ordinary

[Mr. Charles Patrick O'Donovan.]