

*By Mr. MacNicol:*

Q. Do you represent the principal shippers and importers of Vancouver?—A. No. I am president of the Empire Shipping Company. That is my personal business. I am talking to-day for the Vancouver Merchants' Exchange, the Vancouver Board of Trade and the Vancouver Chamber of Shipping.

*By Mr. Neill:*

Q. And the Manufacturers' Association?—A. The manufacturers put their endorsement in.

*By Mr. MacNicol:*

Q. Do those three organizations represent both the importing interests and the exporting interests?—A. Every deep sea ship operator is a member of the Vancouver Merchants' Exchange and the Vancouver Chamber of Shipping. The Vancouver Merchants' Exchange includes the grain interests. They have lumber interests and general exporting and general importing interests. The Board of Trade is a general representation of all lines of activity in Vancouver, affiliated with the boards throughout the province.

Q. This submission is their considered opinion of what the result will be if this recommendation is made as to the crews?—A. Yes. They are looking at the condition from a port standpoint first, probably; Vancouver second and Canada next. Whatever affects Vancouver is going to react against Canada. I think anyone can say without fear of contradiction that the service to-day with Canadian Pacific ships is second to none. As a result of that there are thousands of American tourists each year who travel back and forth and go through Canada, staying around Vancouver for days at a time; all of which means money to Canada.

Q. Now a word with reference to the crews. I have not heard anything said this morning about Japanese working on board these ships. Do crews consist exclusively of Canadians or British plus Chinamen only?—A. Yes, I think so. There may be an odd Jap.

Q. The Chinese engaged are British citizens of Hong Kong?—A. That is what we understand.

Q. Are there any British Chinese engaged? Are there any of the Canadian British Chinese engaged?—A. Well, on some of the coasting boats you would probably find the odd Canadian Chinese in the galley.

Q. Why would our own Canadian born Chinese not serve on board these ships?—A. They do not go to sea, except the odd cook. I do not think you get very many of the Chinese in British Columbia going to sea, or following the sea.

Q. Then the considered opinion of these interests that you have mentioned is that if the House recommended that the Chinese were not to be engaged on board these ships, it would result in either the necessity of giving a very much larger subsidy or the possibility of the service being discontinued; and if the service were discontinued, it would be very disastrous, in your opinion, to the business interests of Vancouver?—A. It would be a calamity.

Mr. REID: Would Mr. Clendenning tell us this: Why it was from 1921 to 1930 this steamship company particularly operated from the Pacific coast on the same trade route without one cent of subsidy from the Canadian government and no calamity befell it?

WITNESS: I am not saying the Canadian Pacific would pull their ships off. They have got three choices. They can either take the subsidy and put on white crews and operate their vessels, or they can abandon the service altogether, or they can say, "We will abandon the subsidy." I do not know the policy of

[Mr. F. H. Clendenning.]