

"We don't say the companies should get rid of all these men, but we do think they should take on a percentage of white men," said Mr. O'Donovan.

"We say so of all departments, including the galley. Most of the Chinese on the coast boats and the tugs are cooks but we are prepared to supply cooks and particularly we do not see why the coast boats cannot carry three or four each.

"It is absurd to say white sailors are not dependable. The 'drunken sailor' of popular saying is just hearsay. The white seamen and firemen and oiler is a hard-working conscientious fellow in whom full confidence can be placed.

"And it isn't for our own members we are campaigning particularly. We do not care whether they belong to our association or any association so long as the men employed are white men."

For the first time in forty years the Canadian Pacific boats are being overhauled in the dry dock at Esquimalt. An editorial which appeared in one of the newspapers reads as follows:

In The Right Direction

Ever since the first white liners came out from England 40 years ago the Canadian Pacific Railway Company has given them their periodical dry docking in the orient. It was very much cheaper to employ Chinese labour on the work of refitting and reconditioning than Canadian labour.

It is still much cheaper—a considerable saving in labour costs being effected.

But the company has changed its policy in part. For their summer overhauls hereafter the *Empresses* will go into the big dry dock at Esquimalt instead of that at Hong Kong.

This has been made possible by wise concessions in the matter of fees on the part of the Dominion government, a bit of constructive statesmanship for which the federal administration may fairly be given reasonable credit.

But the new policy might, with advantage, be carried farther. Large numbers of orientals are employed on the *Empresses*. Nevertheless, this port is simply swarming with white seamen who have nothing to do. The anomaly is one that it needs but an extension of the principle already invoked to rectify. A few hundred more white seamen on Pacific liners would mean hundreds of thousands of dollars more business for Vancouver.

It may be said that the government has no right to dictate as to who shall be employed on these ships, but when \$860,000 is being paid out for subsidies I think the government should at least intimate that in the interests of our own country white seamen should be given more consideration in manning these ships.

Hon. H. H. STEVENS (Minister of Trade and Commerce): It might have been more to our advantage had my hon. friend given me this information some days ago. It is well to remember that these crews largely are recruited either on the Pacific coast or in

Hong Kong, the other terminal point of the service. The committee will recall that Hong Kong is a British colony and such members of the crews as are Chinese are Hong Kong citizens and British subjects. As British subjects they are entitled to employment as much as anyone else. A large proportion of these crews are white, being of Scotch and English descent. The hon. member says that the company has changed its policy with regard to the docking of its ships but it must be remembered that the government is permitting the free use of Esquimalt dockyards. Generally speaking, the overhauling of a ship is a costly proposition and this permission given by the government makes it possible to dock the ships at this end.

Mr. REID: The government is to be commended for allowing the use of that dry dock.

Item agreed to.

DEPARTMENT OF MARINE

Ocean and River Service—Radio service—further amount required, \$500,000.

Hon. ALFRED DURANLEAU (Minister of Marine): Mr. Chairman, I think I should say a word or two of explanation with respect to certain statements made yesterday by the hon. member for North Waterloo (Mr. Euler). The hon. member stated that a certain station on the border—I assume he meant the radio station at Windsor—was entirely under American control and that the whole purpose of the station was to broadcast in the vicinity of one large American city. The hon. member stated that he was informed that one of the new channels which we were so glad to obtain instead of being used for Canadians was being used for the benefit of Americans. I take exception to that statement. I think the hon. member was entirely mistaken. The licence for this station was first issued to Mr. Campbell and Mr. Morgan-Dean of Windsor, the application for licence stating that a company would be incorporated and the licence would be transferred thereto. In November, 1931, that company was incorporated under the laws of Canada by the Secretary of State, and I notice that the directorate is as follows:

Malcolm G. Campbell, Sandwich, Ont.
 William F. Morgan-Sean, Windsor, Ont.
 William R. Woollatt, Walkerville, Ont.
 J. W. Brien, Essex, Ont.
 Malcolm S. Clapp, Tecumseh, Ont.
 L. R. McDonald, Windsor, Ont.
 Leon Lalonde, Windsor, Ont.