

## APPENDIX No. 1

The Executive Board of the Seafarers Industrial Union replies to the Memorandum—herein after called “the brief”—presented to the committee on Industrial and International Relations, by Mr. F. H. Glendenning, President of the “Merchants Exchange” on behalf of that body.

*To the Chairman and Committee.*

GENTLEMEN,—Seamen, not only in Canada, but also in Britain and other countries have accepted the employment of oriental seamen on ships of British registry, as being purely a question of cheap labour.

We are convinced that this attitude is correct notwithstanding many frivolous arguments to the contrary, it is the essence of the “Merchants Exchange’s” “brief” although framed in vague and ambiguous, and we venture to say deceptive language.

We claim the only way to disqualify and set aside this contention of “cheap labour” is for the shipping companies concerned to bring the wages of Oriental seamen to the level of that paid to white seamen, who work on ships trading to the Orient.

Before proceeding further we wish to state that seamen’s wages are a small item in the sum total of the expenses involved in operating a steamship, and further the wages paid to Oriental seamen range from only twenty-five to forty per cent of that paid to white seamen. We note that the “Merchants Exchange’s” “brief” as published in the March issue of “Harbour and Shipping” is silent on this phase of the problem.

The “brief” states:—

“It can be demonstrated that the cost to the operators of the vessels concerned would far exceed the amount of the subsidies which they receive, and it follows that abandonment of the subsidy would result rather than acceptance of the conditions proposed.”

This statement is rather peculiar, and, in view of the figures of subsidies stated in part 2 of their brief, we find it rather amusing, but it is a plain misstatement of fact, to prove this we will take the first item of subsidy in Part 2 of the brief, namely, “British Columbia and China—Subsidy of \$118,000 per annum for regular service of freight steamers providing two sailings monthly from B.C. to ports in China in conjunction with four coal burning ships, which are the most expensive to run from the standpoint of the required unlicensed personnel of seamen. We claim four ships would be more than adequate to maintain this service but for the purpose of our analysis we allow for four ships in regular service. Here we are more liberal towards the ship owners than is necessary, and we allow a personnel for each ship that we as seamen consider necessary and essential, but this does not mean that the ships would carry that number.

	Personnel	Wages per month	
Stokehold—			
Firemen, 9 . . . . .		\$60.00	\$ 540.00
Coal trimmers, 4 . . . . .		60.00	240.00
Engine room—Oilers, 3 . . . . .		65.00	195.00
Deck—			
Sailors, 8 . . . . .		\$60.00	480.00
Boatswain, 1 . . . . .		70.00	70.00
Carpenter, 1 . . . . .		75.00	75.00